

CYCLE NEWS

SPECIAL SHOW GUIDE ISSUE - 32 PAGES



Watching for the smoke bomb.

The Bearded Ones Beat the Brush

By Larry Haley

Sunday the 17th of April, the Side Hack Assn. dropped the banner for 250 riders to start their Hare Scrambles 23 miles west of Lancaster in the Holiday Hills area.

The weather was like 90 degrees, and the desert was covered for miles on end with orange poppies.

I rode the course early Saturday morning, and it was about 90% new territory. The one problem with the course was the deep brush about 1½ feet tall. The lime was difficult to see in it, but it was there and very ample at that. (Note to other desert clubs: try liming your course with a sidehack sometime. Just fasten a barrel of lime on the platform and scoop it out. End sacking chores forever!)

Some got lost (as a few will), but they found the trail again and went on to finish. The four 23 mile loops. The course had a lot of sand in it, and also one tight, twisting wash that you could ride high on the banks like a roller coaster, and some cross-grain terrain like riding adjacent to the mountain drainage ditches which are some 12-15 ft. deep and 20-30 ft. across, and there you have giant size whoop-de-dooos.

At the end of the course (after topping a sand ridge) you could see the pits and of course one has the tendency to kind of "wick it up" here, which could become Endover City. The ground had brush-covered mounds in it and you could get airborne with very little effort.

The first loop had Dick Vick leading on his Triumph, with "Husky" mounted Malcolm Smith right on his pipes. The second loop Vick had about a 1½ minute lead over Smith, half-way around the course. The third loop Smith passed Vick in the sand wash but Vick got him back on a 2-mile dirt road. Malcolm now knew that if he was going to win the race, he would have to put some distance between him and Vick in the boonies, so that when they got to the road again, Vick wouldn't eat his 250 up with that 650 Triumph. He did just that, flying low. It doesn't seem possible to ride that fast in that kind of country, but Malcolm did it and won overall with Gary Conrad on a 250 Greeves in second place and Vick third place, Mike Patrick (Norton) fourth, giving the first four places to four different machines.

TRAIL BIKE REPORT

By Vonna Haley

The trail bikes did real good. The first one to finish was Bill Turner riding

(Continued on page 13)

LETTER ROCKS SPORTS COMMITTEE

Tabled from the previous Southern California Sports Committee meeting, the much-discussed letter from some of the desert clubs was brought up, with each point discussed and where necessary, voted upon in turn. The complete letter is as follows:

To District 37: March 2, 1966

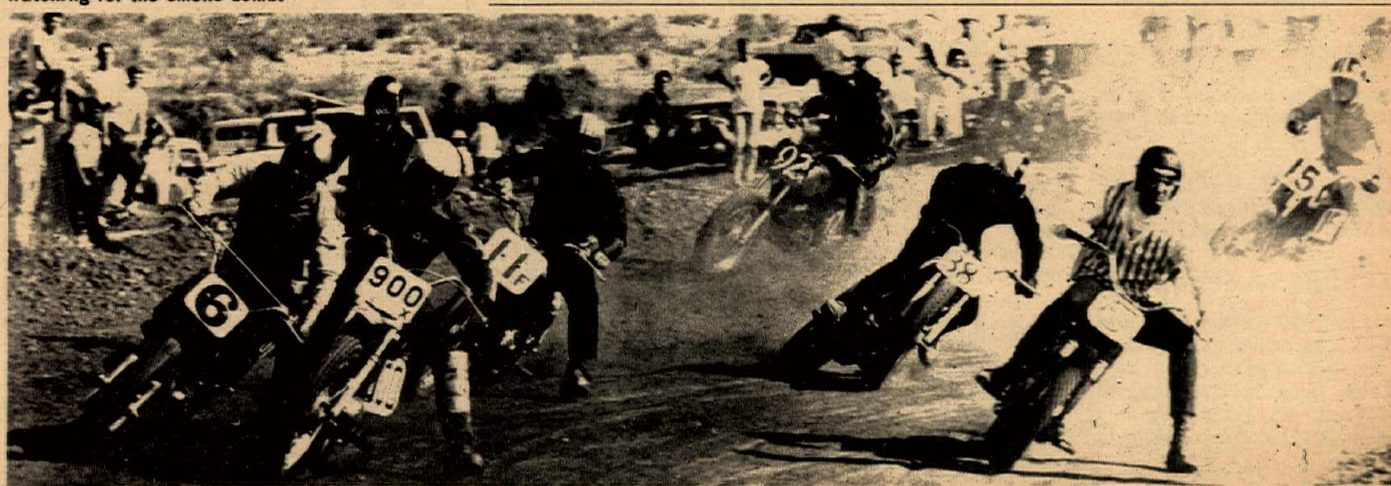
Here are some recommendations that a small group of desert clubs have put together and feel will benefit all the riders instead of a select few.

1. Designate runs to clubs by appointment following a letter from the club stating (A) experience, (B) past performance, (C) manpower.
2. All rule changes recommended by the Competition Committee, or from the floor, be first submitted to all clubs

in written form and voted on later, after consideration by the clubs.

3. Legal equipment shall be optional for enduros. This option being left to the discretion of the sponsoring club, depending on whether they cross highways or not.
4. Voting delegates or alternates only be seated separately, at the front or side of the assembly during meeting, distinctly apart from the spectators and visitors.
5. Voting by roll call or ballot only.
6. Trophy presentations should not be allowed at District 37 meetings.
7. The Sports Committee monthly minutes should be sent to all member clubs within 10 days following the meeting.
8. (A) Ambulance set-up is not practical. Where does the extra money go? Needs four wheel drive backup. Written pro-

(Continued on page 4)



TRI-STATE SCRAMBLES

"As smoothly as the sprockets of a large clock," would be a good description of the way the annual Tri-State (California Arizona and Nevada) Championship Scrambles was run at Sprockets Park near Bakersfield last Sunday.

With an entry of 358 riders it was truly necessary (and doubly commendable) for the Sprockets M.C. to run its events on schedule. There ensued a solid EIGHT HOURS of racing with little letup other than occasional track maintenance and a short intermission when drawings were held for the sponsors' gifts.

The word must have gotten out that the club was giving spectacular trophies, because riders came from

as far away as Las Vegas to compete in the charity event. All proceeds went to the Boy Scouts of America this year, and it was gratifying to see so many top-flight racers get behind a benefit run such as this.

Spectacular action was the order of the day, and many finishes were close ones. A splendid show of determination was made by John Antlin, who came back from a crash on the same track in January to win the Open Amateur race. And Skip Van Leeuwen, leading the program-closing Open Expert event, suddenly lost one cylinder with two laps to go. Only skillful defensive maneuvering kept him in front of the pack to the finish.

(Pix page 19, Results 22)

CLOSE CONTESTS AT ASCOT



Nicholson (28) leads Haaby and White (15) in Main Event.

Closest racing of the still-young Ascot half-mile season took place last Friday night -- in all divisions. It was an evening of near photo finishes and last-lap spectaculars, presented before the most enthusiastic crowd of the year.

First to the checkered flag in the

Expert Main Event was BSA-mounted Sammy Tanner, but his task wasn't an easy one. Although he led wire to wire in racking up his 307th professional win, high-riding Sam was harassed by first year Expert Jim Nicholson all the way.

(Continued on page 25)

SAFETY AWARD FROM L. A. COUNTY GOES TO MC CORMACK AGAIN

Los Angeles County Supervisor Warren M. Dorn, in ceremonies at the County Building, presented a special safety citation scroll to the U.S. Suzuki Motor Corporation on behalf of the County of Los Angeles, for the firm's contribution to the welfare and safety of the county's more than half million motorcyclists.

Accepting the scroll for U.S. Suzuki was Jack McCormack, vice president and general manager of the Santa Ana based firm, and western representative of the Motorcycle, Scooter & Allied Trades Association.

U.S. Suzuki received a similar award last year.

Supervisor Dorn recently created the Los Angeles County Motor Sports Vehicle Committee, a group of 15 people concerned with motorcycling and other motorized sports activities. This self-governing body has been charged with implementing recreational opportunities as well as helping owners of motor sports vehicles.

Text of the scroll is as follows:

"Whereas, the County of Los Angeles has seen more than half a million persons riding motorcycles in the past year; and

Whereas, the need for proper instruction in driving, professional riding tips, and ideas to encourage safe riding with a resultant decrease in accidents and accident producing situations has been recognized by the United States Suzuki Motor Corporation; and

Whereas, a 64 page book, entitled "FREEDOM OF THE ROAD" has been published by the corporation with the technical assistance of the automobile club of Southern California and other outstanding public and private institutions and individuals as a public service to encourage safety with fun;

Now, therefore the United States Suzuki Motor Corporation is hereby commended for its publication "FREEDOM OF THE ROAD" and for its contribution to the safety and welfare of the motorcycle riders in Los Angeles County."

/s/ Warren M. Dorn

WARREN M. DORN
Supervisor, Fifth District

CALENDAR OF EVENTS

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK- Orange county Speedway. Pit gate open at 6:00 p.m. First event at 8:00 p.m. 50, 100 & 250cc Classes. Track is located off the San Diego Fwy south of Tustin, across from El Toro Air Station.

EVERY FRIDAY NIGHT

HALF-MILE FLAT TRACK-Ascot Park, 183rd and Vermont in Gardena. Time Trials 7:00 p.m. First race 8:15 p.m.

SATURDAYS

TT RACING-Professional A.M.A. races at Watsonville Speedway, Santa Cruz Co. Fairgrounds every Saturday night through July. Three-star event. General Admission \$1.75. Racing starts 8:00

DRAG RACE-Irwindale Raceway. 1:00 p.m. on Saturdays. Trophies, plus cash bonuses for street, fuel and gas classes. Take San Bernardino Fwy. east to Orange, North on Orange which becomes Irwindale Ave., to Raceway.

SUNDAYS

DRAG RACING - Fontana. 8:30 on Sundays. Trophies and E.T. Brackets. San Bernardino Fwy to Etiwanda to Foothill, right on Foothill to strip.

FRESNO DRAGWAY - Drag racing every second Sunday. Next meet April 17th. Gates open at 7:00 a.m.

SATURDAYS & SUNDAYS

DRAG RACING - Lions Drag Strip 1:00 p.m. on Saturdays. 9:00 a.m. on Sundays. Trophies and E.T. Brackets, plus special purse of \$250 every 4th Sunday. Strip is located at 223rd Street, south of Alameda.

APRIL 28-30, MAY 1, 1966

CYCLE WORLD MOTORCYCLE SHOW - Los Angeles Sports Arena.

Thursday April 28th, 7:00 p.m. - 11:00 p.m.; Friday April 29th, 7:00 p.m. to Midnight; Saturday April 30th, 1:00 p.m. to Midnight; Sunday May 1st, 1:00 p.m. to 10:00 p.m.

SATURDAY, April 30th

INDOOR SHORT-TRACK, A.M.A. sanctioned Class "A". First race at 8:00 p.m. Long Beach Arena, foot of Long Beach Blvd.

TROPHY PRESENTATION - The District 37 Sports Committee will hold their annual trophy presentation at 8:00 p.m. at the Valley Gun Club, 12651 Osborne Street, Pacoima. Clubs also presenting trophies will be the Four Aces, Lost Angels and Simi Valley. All interested, are welcome. There will be a live band and free refreshments.

FUN-RUN - 2nd Annual Yamaha Safety A-Go-Go. For Yamaha Owners only. Trophies and prizes, celebrities, refreshments. Free admission. 12 noon at Yamaha International Corp., 7733 Telegraph Road-turn off the Santa Ana Freeway at Slauson.

APRIL 30-MAY 1st, 1966

ROAD RUN-29 Palms Spring Tour to benefit City of Hope. Everyone invited, car entries accepted. Mail deadline, April 25th. Send to, So. Calif. Road Riders Committee, 662 Albona Place, Pomona, Calif. Donation \$3.00. Children under 12 \$1.50. Post entries accepted. Starts at Lions Club Rest Station, Banning, California. Overnight camping at Knott's Sky Park, 29 Palms. Exhibitions by Ace of Clubs Drill Team and 29 Palms Sky Divers. For additional information call any number on R.R.C. Road Riders Calendar. This is an A.M.A. sanctioned R.R.C. Point Run.

SUNDAY, MAY 1, 1966

TT SCRAMBLES - Circuito Laguna Salada, Mexicali, B.C. Mexico. Cross country, 1 mile track. Each class will race alone, 3 entries make a class. First race 11:00 a.m. Info: Benny Sanchez, P.O. Box 304, Calexico, California.

TT SCRAMBLES - Elsinore. No points. 8:30 a.m. small bikes. Noon for big bikes. Entry fee \$1.00 Sponsored by track owners.

HARE AND HOUND - Fort Sutter M.C. Info: 4085 Deeble, Sacramento Call: 371-4184.

MOTOCROSS SCRAMBLES-A.C.A. event at Sycamore Park area. Course will be changed from last event. Grass, sand, etc., knobbies recommended. Full leathers. All licenses accepted, no pie plates. Located in the Santa Ana Canyon just off the Freeway, 10 miles West of Corona. Entries close at 10:30 a.m.

CROSS COUNTRY - Tiny Bear Run, American Fifty Assoc. Classes: 0-65cc, 66-85cc, 86-120cc; 75-mile run. Lined from Summit at top of Cajon Pass, starts 10:30 a.m.

CROSS-COUNTRY - Titans M.C. at Miramar. 50-mile European-type scrambles. No Class C plates, Sports Comm. numbers only. Lined from Genesee and Miramar Rd., approx. 2 miles east of Hwy. 101 and Miramar. Entry fee \$2.00. Practice 9:30, start 10:30.

HALF-MILE-1st Northern California half-mile of the season. Alameda County Fairgrounds in Pleasanton.

SCRAMBLES - Salinas Ramblers M.C. at Salinas Ramblers Club Grounds. No machine under 200cc permitted. Practice and sign-up 9:00 a.m. to 11:00 a.m. Sign-up ends at 11:00 a.m. All riders and machines MUST comply with A.M.A. and Dist. 36 rules. Admission, \$1.00. Information: Bob Wayman, 324 N. Main Street, Salina, Calif.

ENDURO - Explorer Post 305 4th Annual Chicken Enduro. First bike out at 10:01 a.m. Starts and finishes at Yosemite Forks Lodge, Bass Lake turnoff, 3 miles No. of Oakhurst on Highway 41. Entry fee, \$3.00. Send to Explorer Post 305, 424 So. "A" Street, Madera, Calif. Post entry \$4.00. While scores are figured at the end, chicken dinners will be served for \$1.75 each.

TUESDAY, MAY 3, 1966

GENERAL MEMBERSHIP MEETING - Motorcycle Racers, Inc., UAW Union Hall, 5250 W. Imperial Hwy., Los Angeles. Professional racers, tuners, sponsors and interested parties are invited to attend. Topics under discussion will be Class C purses on the West Coast, new sportsman rules, race-starting procedures, cubic inch displacement, upcoming MRI banquet, etc.

FRIDAY, MAY 6th.

SCRAMBLES-Fresno M.C. presents night scrambles at Fresno.

SATURDAY, MAY 7th.

TT-STEEPLECHASE - Ascot Park in Gardena. 189th St. and Vermont in Gardena. Starts at 7:00 p.m.

SATURDAY-SUNDAY

MAY 7 and 8th.

ROAD RUN - Travelers M.C. 3rd Annual Spaghetti Run. Mail entries close May 1st. Mail to Travelers M.C. 823 W. Vista Way, Vista, California. Fee is \$2.25. Post entry: \$2.75. Kids under 12, \$1.00. Starts at McKnight's Chevron Station, 810 E. Vista Way, Vista. Dinner starting at 5:00 p.m. Saturday. Check-in deadline, 6:00 p.m. Saturday. Approx. 100 miles of paved road. Camping with open fires.

SUNDAY, MAY 8th.

TT SCRAMBLES - Eastside Cycle Park in Tucson. Californians invited. Practice from 9:00 a.m. 'til noon. Hwy. 80 to Tucson, turn off on Wilcox to Eastside Cycle Park.

SCRAMBLES - Dunes Speedway, Hauser, Oregon. 7 miles North of Coos Bay. N.R.A. Sanctioned. Racing starts 1:00 p.m.

HARE SCRAMBLES-Barstow M.C. Dist. 37 points. 9:00 a.m. start. Lined from Freeway about 5 miles S. of Barstow. Entry is \$3.25 including ambulance fee. All benefits for the Elks Lodge Crippled Children Fund.

ROAD RUN - Mothers Day Run by Norwalk Rockets. Call: (213) 863-9106 for info.

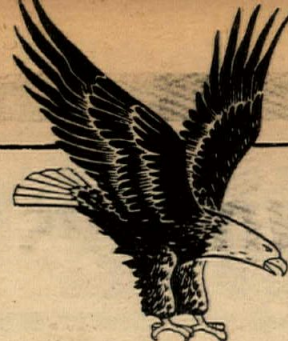
SCRAMBLES-Sprockets M.C. Scrambles at Bakersfield.

SCRAMBLES-Hi Boots M.C. at Dehesa.

SPORTSMAN HILLCLIMB-San Jose Dons M.C. at Hall Ranch, Uvas Dam area. Virgin hill. Starts at 1:00 p.m. 200cc and up. A.M.A. Sanctioned. Information: J.M. Berridge, 343 Jerome St., San Jose, Calif.

FRIDAY, MAY 20th

MOTORCYCLE MOVIES-presented by Cycle News. Hoover High School Auditorium, San Diego. First show, 7:00 p.m. Advance tickets \$1.50. Write Cycle News, Box 498, Long Beach, Calif. 90806.



CYCLE NEWS

(the Voice of California)

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Voice of California

CREDIT TO CONRAD

The Hilltoppers did a wise thing finishing the one hundred mile National Championship Hare and Hound where they did, thereby keeping the racers from racing through the crowd of people, including children, and possibly avoiding serious accidents. Many other clubs have had the same foresight, finishing races outside the pit area. So you can see this was not a false finish as some would like others to believe.

Now for some more facts that were not quite true. 304 riders had 100 miles to pass and beat Gary Conrad in this National. But instead, Gary caught and passed all riders that were ahead of him and finished the race first with second place man quite a number of yards behind him. Gary has won runs overall in the past, including other Nationals, so you can see this was no fluke. Also the finish was less than 1/2 mile, not 1 1/2 from pit.

I am sure that Gary, with his 250cc, had to ride harder to win overall than did the big bore machine riders with all their horsepower. If a big bore had finished the run first, there would have been no squawk. Someone has to get 2nd.

Check the records - there is no one in Los Angeles District 37 riding lightweight or big bike with a better start/win record. So let's give credit where credit is due. My sincere congratulations to Gary Conrad.

NICK NICHOLSON
N. Hollywood

EDITOR - As our desert reporter wrote "Gary deserved the win", and the extra mile was our typographical error. Perhaps we should have said "the Club did a good job on the run, but failed to brief the riders on the finish location." The fellows rode hard even though it was the second time around.

A CASE OF LIBEL?

My attention was directed recently to the first issue of "The Wild Breed," a near-pornographic girly magazine published in Studio City. This magazine, which like all its contemporaries offers to the reader naught but sex and sensationalism, contains a 14 page photo-story on the Hells Angels and other outlaw motorcycle groups.

The photographs used were supposedly obtained secretly at a gathering of these beastly types and the reader is led to believe that these are candid pictures showing the Hells Angels, Satans Chauffeurs etc. in their natural habitat. To this I have little objection, though I'm a bit tired of the constant exposure of the skeleton in motorcycling's collective closet.

I do strenuously object to two rather good drawings on page 16 and 22. These drawings, taken it appears from racing photographs, show a pair of motorcycle racers in situations typical of the dirt track contests. It is bad enough that drawings such as these appear in conjunction with the outlaw types but these drawings distinctly show the bikes with the numbers nine and twelve emblazoned on the front and side of the machines.

Any motorcycle enthusiast knows that these numbers belong to Gary Nixon and Eddie Mulder. These two highly respected members of the racing fraternity can be identified by these numbers as surely as they could by a nick-name.

Bing Crosby has his pipe and golf clubs. Jack Benny uses a violin. Liberace wouldn't be his smooth, silky self without a candleabra. Hugh Hefner would be lost without the rabbit symbol of his magazine and empire.

These men and their associates would not stand still for such slanderous use of the symbols which represent them. We should not let libel such as this magazine is guilty of go without notice.

Although I'm not sure that the evidence is strong enough to obtain a judgment in a court of law, I am sure that if Messrs. Nixon and Mulder, and perhaps Motorcycle Racers Incorporated were to file suit for libel the publishers of The Wild Breed and all others within hear-

ing would quickly learn that there is a difference between the outlaw gangs of recent notoriety and the decent, respectable citizens that make up the overwhelming majority of motorcyclists. They would learn too, that we will not tolerate being indiscriminately classed with this despicable hoodlum element within our sport.

GEORGE B. MANESS
Monterey Park

EDITOR-We don't approve of barratry (using the courts for other than their purpose) but a few stern letters to the publishers might cause them to think twice about it next time. Cycle racers are more closely associated with their national numbers than any other sports figures these days.

A MOTORCYCLE JOURNAL

Jim Nicholson takes pen in hand again to continue the tales of our roving adventurers.

April 18, 1963.

ODD ANIMALS

I slept outside last night at least for a while, until it started to rain. While we were fishing we noticed some animals in the water. They looked like beaver but Jim and I think they are large muskrats. This is just a little dried up lake by the place we camp. It is kind of pretty because there are lots of trees, and the lake is full of all kinds of weird fish, and big old bullfrogs.

Getting off the subject, we are planning to work for about three more weeks then we will go to Michigan. We will stay there about two or three weeks, then drive around the Canadian side of the Great Lakes and back down to Vermont and to Laconia. We haven't decided yet whether we will go to Florida next winter or go back to California.

After a couple of years from now, I

plan to go to Europe. Jim and Mark plan to too. That's if we ever get back home, which we planned to be in December, sometime.

April 19, 1963 - Friday

IMPERSONATOR

Again Mark and I went to work. We didn't like our work the first couple of days but now we are getting to like it. Maybe because we got paid today. We later drove down to our lake and cleaned up, then went down to a drive-in to eat. As we pulled out of the drive-in we saw John running towards us (he's the guy who thinks Jim A. is Mickey Rooney's son). He said he got dates for us tomorrow. He also said he could get Jim a job in a theater where he works, as a ticket taker. This kid would do anything for us, especially Ashmore.

Jim Ashmore takes over:

April 20, 1963 - Saturday

THE WICKED, WICKED WAYS OF J. ASHMORE

We got up at 10:30, we were supposed to be at John's house at 9:00. We went to a drive-in movie last night and overslept. When we got to John's he had given up hope that we were coming (and felt bad). The whole house went nuts over me because of my dad. I never felt so stupid in my life. They were asking all sorts of questions about dad and Hollywood. I had no hope of answering right, so I told them what sounded good.

I had to start to work at 4:00 and had to have a suit. They got out a bunch of clothes, I tried them on, none of them fit. (She said she would MAKE one fit.)

We went to the shop to fix the sleds. We got them both running. One man said he was going to bet on Mark tomorrow. Mark took me to John's to get set for work. Jim stayed at the shop to work on his bike. When I got to work John showed me what to do, then he introduced me to all the girls that worked there as Jim ROONEY. All the girls think it's great to work with me.

After work the boss' son Joe and I

(Continued on page 15)

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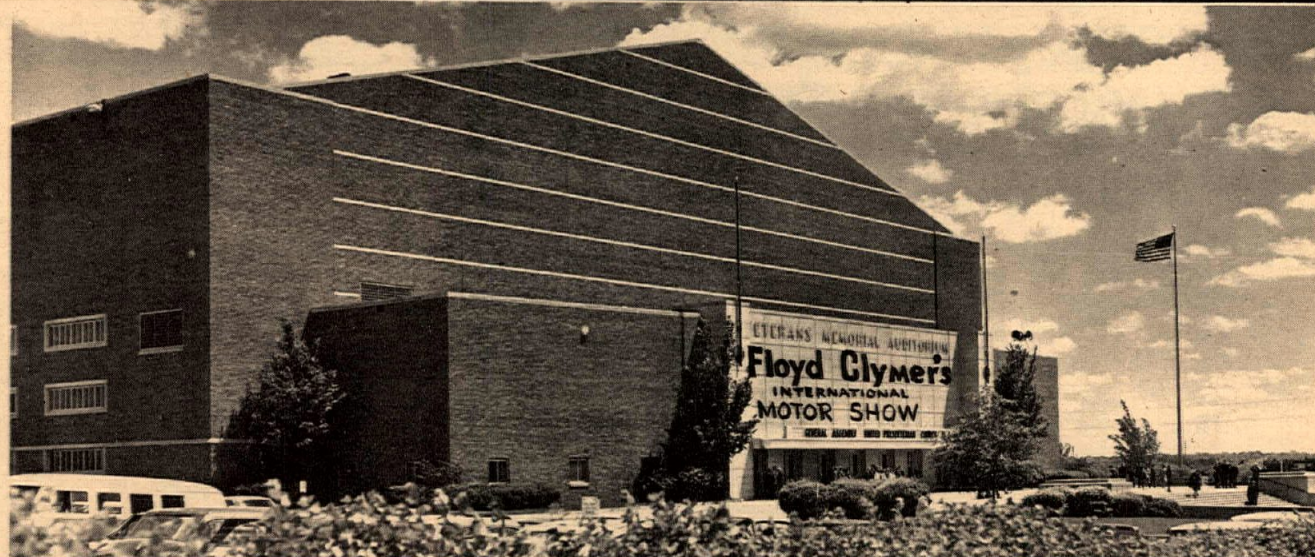
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50-LAP TT NATIONAL JULY 23 ASCOT

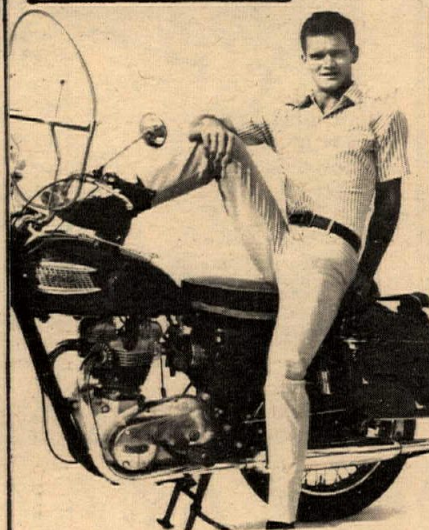


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PARR

OF ARIZONA

BOX 294
PHOENIX, ARIZONA

SPORTS COMM. from page 1

- cedure should be mailed to all clubs.
(B) Money for the ambulance fee be paid by the club, out of entry fee only, with no kick-back to District 37 Sports Committee.
- Voting for District officers should be made by all District 37 Club members in good standing who have District 37 riding number.
 - Quarterly treasurers report be put in minutes and distributed to clubs.
 - All one day enduros be held on Open Sunday only.
- Signed by representatives from the following clubs—

Signed by representatives from the following clubs:—

Spokebenders, Simi Valley, Prospectors, Buzzards, Checkers, Lost Angels, P.M.C., Dynamites, Victors, S.G.V.M.C.

The following are the results of discussion of each of the 11 points.

- No deviation is recommended from the way it is being done. Clubs could challenge in writing any date before the calendar is frozen for the year.
- A representative can always table any motion so it can be taken back to, and discussed by, the clubs if it is that important.
- The committee favors this suggestion. The clubs should be able to decide if they are going to touch the highways or not.
- The committee couldn't see any reason for doing this unless it was confusing during a count by show of hands.
- If this was done on every issue the meetings would go on all night and it is not necessary on every issue. If it is for an important issue, then a roll-call vote, is usually called for.
- From now on, no trophy presentations will be allowed as it slows meetings down too much and there is barely time to get all the business attended to.
- This will be done.
- Stickle Ambulance has a four-wheel-drive vehicle that will be available. A procedure will be drawn up by the committee and sent to the clubs. The money for the ambulance will be held in the general fund and representatives will be told later what will be done with extra funds as they accumulate. Bill Adams reasonably objected to the term "kick-back" used in the letter.
- This sounds good but how would you go about it? There are thousands of riders in the district. This year only about 30% of riders from the previous year applied for a number, so if everyone was given a vote this would include hundreds of riders who have no consistent riding record and therefore could not know the real issues in voting for officers.
- All delegates are given a look at the books. They are open for inspection at all meetings. It was recommended that the treasurer's report not be submitted in writing to save extra work and possible hassles. It was not necessary to make the report public knowledge.
- Recommendation agreed with.

Next came a roll-call passing the recommendation that the above be accepted as a whole.

During the remainder of the meeting, various other subjects came up, including more discussion of the desert ambulance service. This grew a little heated as one representative asked who would have the authority to decide if a man was injured enough to move the ambulance. At the Lost Angels run a man had two broken ribs and a broken wrist and the ambulance still wouldn't move out to get him. Jean Carter suggested that if a rider can be brought in a truck or on the back of a bike it is better to leave the ambulance in the pit area in case a more serious injury occurs. Another remark that under the terms of the contract an injury could be very serious and the ambulance still wouldn't move unless the rider was unconscious or had compound fractures. It was also brought up that when a rider has to be taken to a hospital (one of his choice) the charge is 50¢ a mile.

Sponsoring clubs at desert events must police the pit area after an event to get rid of boxes, cans etc., as these are left looking very bad at times. It was suggested that everyone take their own garbage home so that it won't be so hard to clean up the area after an event.

For scrambles riders was the information that the last time the Committee was at Prado, some of the rules offenders were docked fifty points for infractions. One rider allowed a little bike rider to use his big bike number plate, and that cost him fifty points. Also, small bikes are not allowed to ride in big bike practice. If clubs will turn in the riding numbers of people who persist in doing this, the Committee will take care of the problem.

SHOULD CLUBS SPECIALIZE?

The meeting was ended with the suggestion that clubs designated themselves as either scrambles or desert organizations and vote on issues that way.

MEET THE RACERS



Tanner, left, during interview.

Sammy Tanner, #7

By Jack Byrd

This week meet National #7, Sammy Tanner. Sam began his career in racing in 1954, at the ripe old age of 14. He's been an active participant in the sport ever since.

When he was a Novice rider, he did only average, but he began to show promise of being a great competitor when he was an Amateur. In the nine years that Sammy has been an Expert, he has been U.S. Dirt Track Champion, four times! This is truly an outstanding accomplishment.

Sammy rides a BSA, owned and tuned by C.R. Axtell, and with this combo of Sam, Axtell and BSA, they are an almost unbeatable trio. It seems as though Sam and that Beezer are jet propelled when they are in a race, hence the nickname "The Flying Flea." They always give the spectator his money's worth in thrills and top racing action.

Last year, "as a side line," Sammy Tanner Distributors opened up in Wilmington, specializing in just about everything for the motorcycle and the cycle enthusiast. Sam is a legitimate business man, and enjoying every moment of it.

We asked Sam if he had any other interests and to our surprise we found that he is also interested in car racing! However motorcycles are his first love--and, speaking of love, gals, Sammy is single and unattached!

With 307 wins chalked up to his credit, in eleven years of professional competition, he is still going strong. When asked who he thought was the best up-and-coming rider, he declined to state. We believe we know why after viewing him the last few weeks at Ascot--Sam, himself, still has many good years of winning left! Keep your eye on this little red-haired guy, dressed in red and white leathers; he may make that record read "Five Times U.S. Dirt Track Champ." Time will tell.

A FAVORITE RETURNS

By George B. Maness

Chris Draayer is back! Many will remember this personable young hot-shoe from Ascot's 1965 season. An amateur last year, he drove from his home in Salt Lake City to our local oval only five times, but he and his potent Harley-Davidson quickly found the fast line to the pay-window and a large following of fans eagerly awaited his weekly appearance.

Fresh from a seventh place finish in the Daytona 200-mile National, Chris returned to the "Home of Champions" sporting national number 77. A first year expert, his plans include all the Nationals and fighting it out with "Tanner and Co." for a share of Ascot's weekly offering of green stuff and points.

Traveling with Mert Lawwill (National #18), Chris is now riding out of Dudley Perkins' Harley-Davidson dealership in San Francisco where he has taken up temporary residence. He will be leaving us around the middle of summer to try his hand at a few of the eastern tracks.

As the son of a Harley dealer in Salt Lake City, Chris came by his love of motorcycles naturally and was riding at an early age. Most of the 200 or so members of the Salt Lake City Sportsman Riders Association are content to ride a few scrambles and cross-country events a year leaving nothing for an aspiring champion to do but seek his fame and fortune elsewhere. Local fans are fortunate that he chose Ascot as his home away from home.



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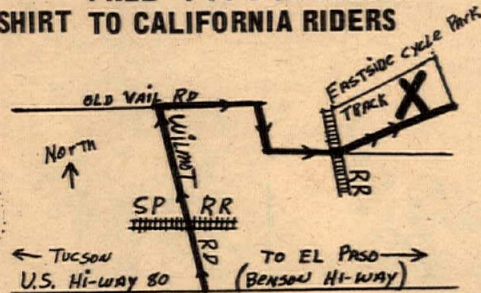


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COOLIES COLUMN

By Wes Cooley

Last week opened the A.C.A short track racing at Orange County Speedway. There was a good turnout of riders and the one-tenth of a mile track was fast and smooth as usual. Getting off to a good start this year was last year's rookie of the year, Rick Woods, winning both the 100cc trophy dash and main event. Still dominating the 50cc class was #3 Dave Smith. It looks as though this class is slowly dying out for lack of interest by the riders. We hope that more people with 50 to 55cc machines who care to participate will do so. This is a good class to begin racing in, with lots of excitement and fun for the riders. John Bradford came out and pretty well dominated the 250cc class. He easily won the trophy dash but was beat out in the main event by a new rider to California, Pat Gosch from Omaha, Nebraska. Pat was on a new Harley-Davidson Sprint, with Bradford finishing second and Ivan Oden third. Each Wednesday night for the remainder of the season the boys will have an opportunity to get together at Orange County Speedway.

MOTO-CROSS - IRVINE

This Sunday, May 1st, local dirt riders and fans alike will have the opportunity to attend the second moto-cross being held at the old Sycamore Park on Irvine property. A new course has been laid out and some of the speed areas have been changed to insure taxing of both the riders' and the machines' ability. We were very pleased with the comments and participation at our last event and we feel some slight improvements we have made in the course will make it even better. The course has been lengthened a slight bit and several jumps have been added. We've also been assured that a water truck will be on hand to help keep down the dust in the spectator area. As always a P.A. system, concessions and sanitary facilities will be available. Remember, entries close at 10:30 a.m. for both large and small bikes. Insurance and ambulance will be made available to the riders. Also, because of the warm weather, the leather rule will not be enforced, except there will be no open sleeve or bare arm riding permitted.

U.S. NATIONAL OPEN

The F.I.M.-sanctioned U.S. National Open scheduled for May 22nd at Riverside Raceway is progressing well. We have been assured by U.S. Suzuki that they will make an all-out effort in the 250cc class with such noted entries as Dick Hammer, Dick



Yamaha mounted Rick Woods enjoys fruits of 100cc Trophy Dash victory.

Mann, Walt Fulton Jr. and the two factory riders, Koshino and Itoh, and with the entry of some of the top Yamaha riders, this event should be quite spectacular. We've even heard, and this is strictly a rumor, that there is a possibility the world's champion 500cc rider may participate in this event. This is strictly a rumor, but the minute it is confirmed, we'll be more than happy to let you know.

(Pix page 21, results 22)

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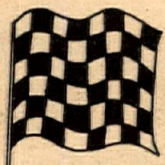
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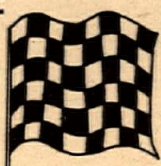
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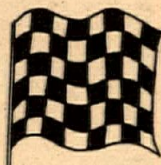
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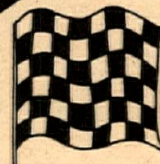
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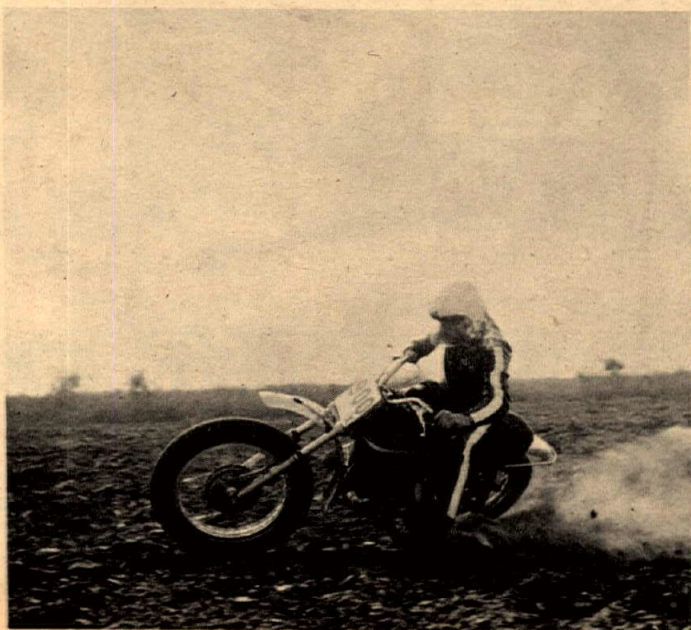
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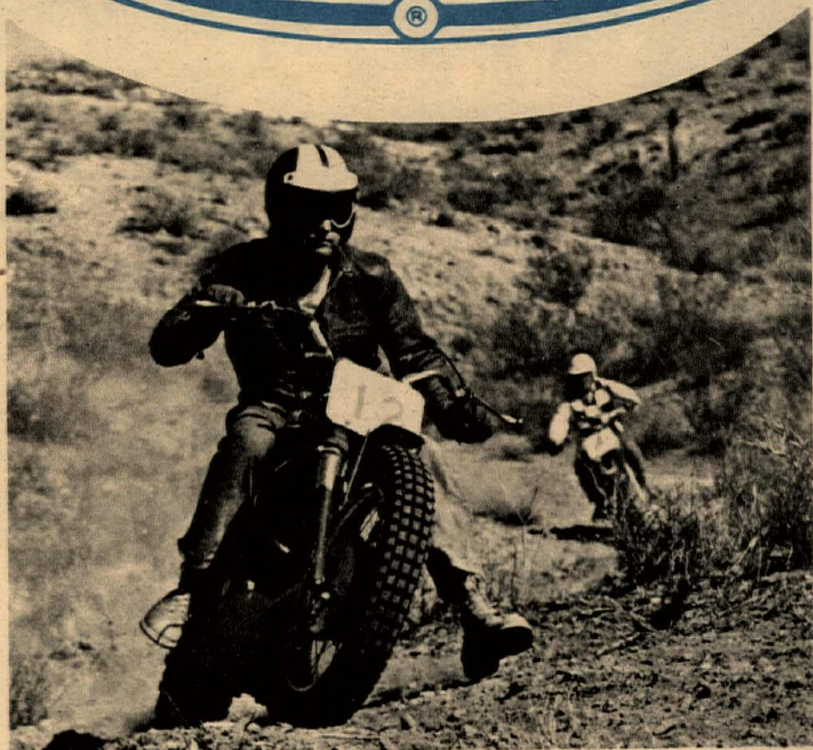
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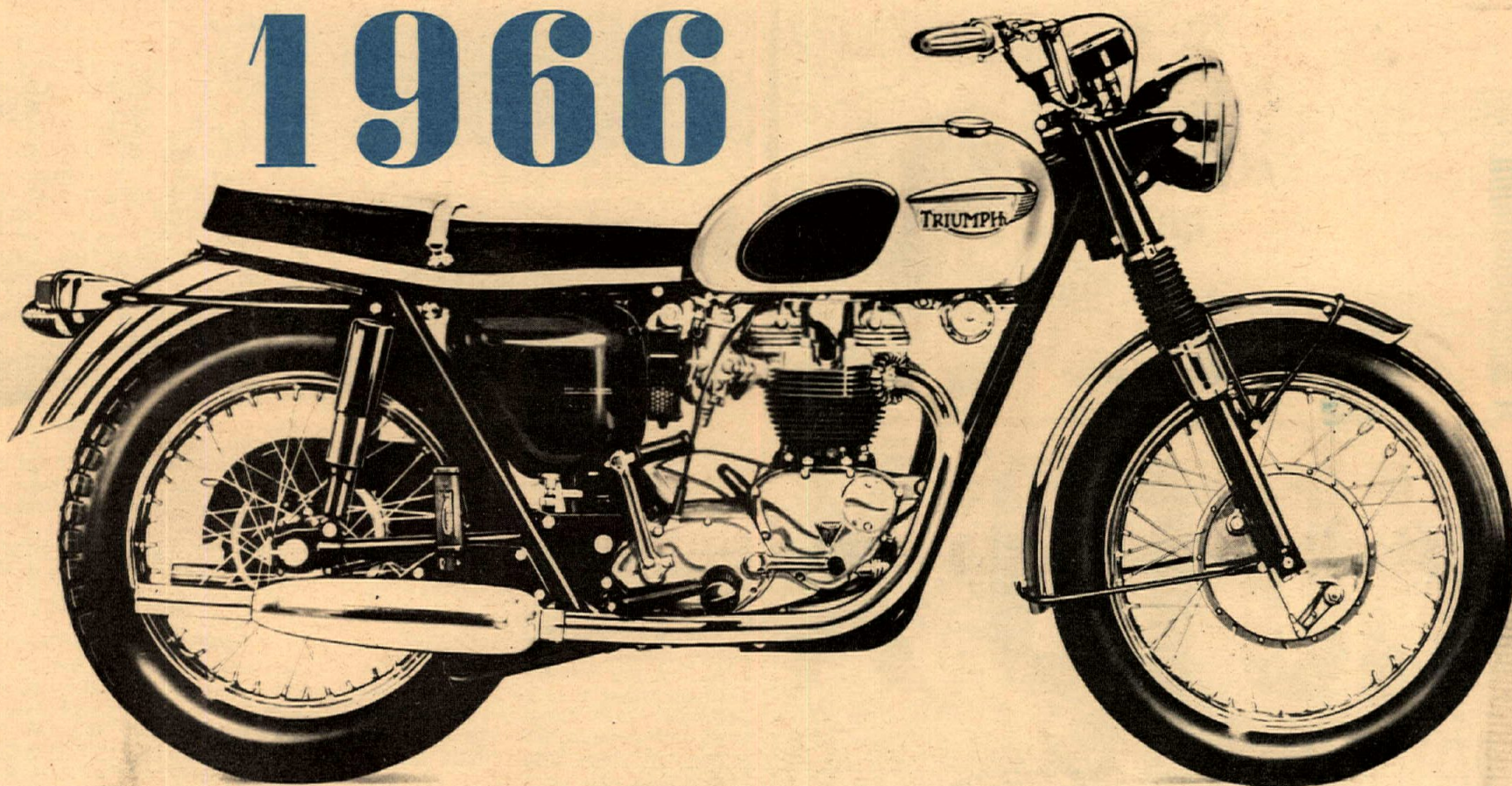
TRIUMPH

Triumph's Streamliner set the present world's official* speed record for motorcycles—still standing—at Bonneville Salt Flats, Utah, on August 24, 1962. Rider Bill Johnson clocked 230.269 mph.

*Officially confirmed by the American Motorcycle Association.

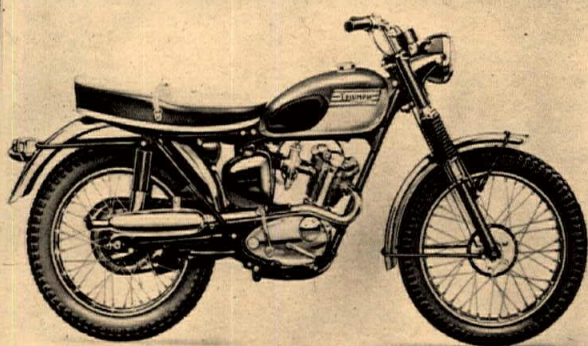
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1966

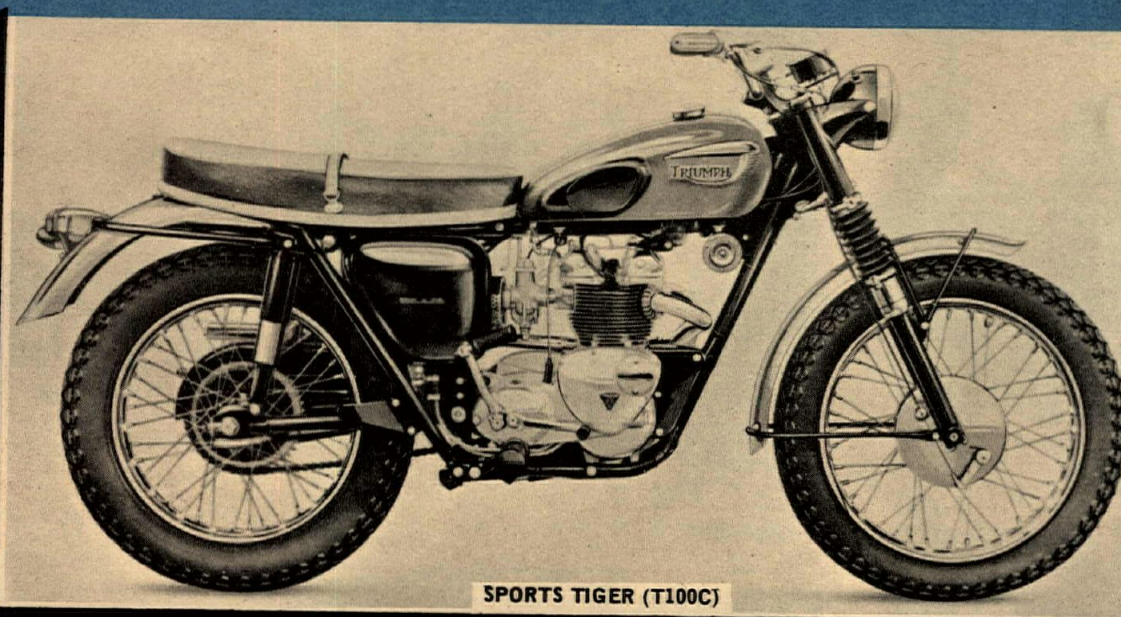


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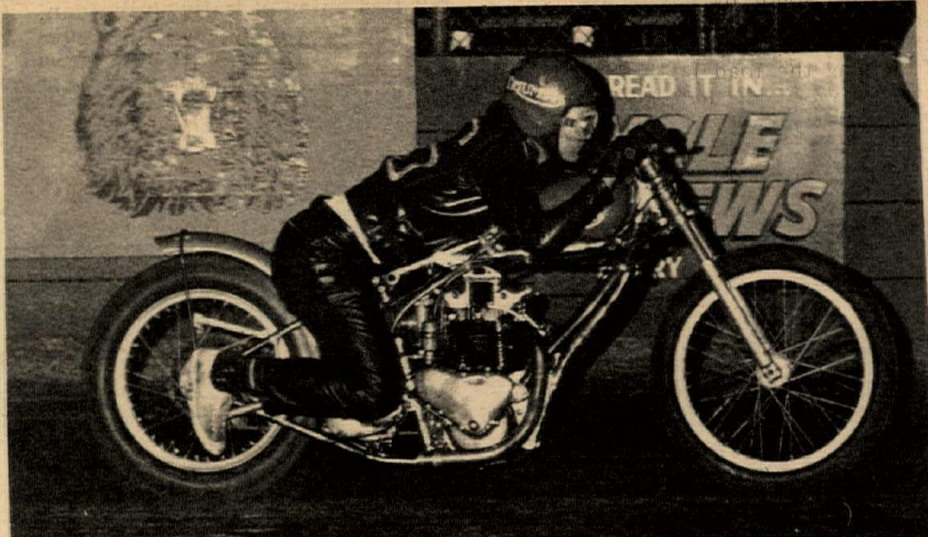
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DRAG RACING

By Bob Ebeling



Time was sped-up by setting the clocks ahead an hour. Temperature increased and in pace, the records are now higher in speed and quicker in elapsed times.

154.37 - 9.85

One hundred fifty-four miles per hour and nine point eighty-five seconds elapsed time is now the standing record for two-wheel machines at Fontana Raceway. The mark was set and held by Jim Cook and Boris Murray with their twin engine Triumph, "Flustration."

Each weekend and day, the performance has increased. Saturday, the Irwindale strip record was increased to 151.50 and 10.14 by the "Flustration," and Sunday that unbelievable 154-mile-per-hour figure was backed up with a run of 10.00 seconds flat and 153.84 mph. "It won't end there," says Boris Murray. "Next weekend we will look for 155 or 156 mph at Irwindale and with luck we will take the Lions drag strip record."

HARLEY GAS DRAGSTER SETS RECORDS

Mil Disharoon twisted the grip tight enough to turn speed and elapsed times high enough to establish the class record at both Irwindale and Lions. Irwindale's record book now reads 11.90 and 114.16. At Lions the ink has not yet dried upon the figures of 11.70 and 113.00. Disharoon took his class trophy home from Irwindale, but lost out on the money for top gas in a race with Nira Johnson and his finely tuned Triumph. Nira had to move fast on the green light and turned 11.76 - 118.12 to win. At the beach (Lions), Dish lost the class to Sonny Raslawski's Harley. Raslawski turned in an E.T. ticket which read 11.97 and 107.27. Neither loss detracted from Disharoon's records, but Sonny is journeying down here from Oxnard and his next trip will be with an eye on a new record.

SOMETHING OLD DITTO NEW

Polishing the new Honda 450 Fueller in preparation for the Cycle Show at the Sports Arena gave your columnist a reason to dust off the old 350 Honda street bike and do likewise to opponents and the record at Irwindale. The D Street class record is now 14.12 and 94.63.

TWO-STROKES

Ron Knapp began two days of action by winning the class at Irwindale, turning 13.03 - 101.12. Sunday to provide an increase in big bike humility, Ron advanced a class to defeat the bigger bikes and did it with a ring-a-ding-ding 13.29 - 96.87.

Ron Knapp and Bob Braverman are both mounted on Yamaha Gas Dragster class bikes. Braverman has the advantage of less weight, both physical and mechanical, and to prove the advantage he defeated Knapp in a special match race. Bob Braverman also won the E Gas class at Lions, turning 13.26 - 97.40. The performance is so nearly identical between these two machines I do not believe either could really be declared the winner.

MORE HONDA

The still new Honda 450s are becoming more frequent at the strips and are bringing new faces among us. Dale Kingsley gathered class honors at Irwindale and Walt Magness did the job at Lions.

RE-RUN

Seeing Joe Smith at Irwindale was like a TV re-run. It was his first time out since 1958 and the Harley he ran may have been of the same year, but its running showed no sign of age. A note of interest is that Clem Johnson, the owner/rider of the now famous Vincent "Barn Job," used to ride for Smith.

FRESNO FUELER

Leslie Gomes Jr. took top eliminator at Fresno April 17th, on his 650cc Triumph Fueller turning 10.92 - 125.87. This was not an easy win for Gomes due to the fact that their program is run on an A.H. R.A. handicap basis. Three bikes had head starts in eliminations and Leslie had to and did pass even the bike given the greatest head start.

Three divisions are used other than Fuel, (i.e.) Stock, Modified and Super Stock. These classes were won by Allen Black (Triumph), Phil Reffell (Triumph) and Kent Rex on a Honda, each in that order.

Among the other activities at the Fresno strip was a wheelie demonstration by Jo Jo Karmilian on a Triumph 350. He traveled three-quarters of the entire drag strip's length and may be unofficially given the title of strip wheelie record holder. The next date for competition at Fresno will be May 7th. The gates open at 12 noon and eliminations begin at 6:30.

MONEY DATE

Once each month, the Fourth Sunday beginning in May, Lions drag strip will award \$250.00 to class winners. The purse will be divided at \$100.00 Top Fuel; \$35.00 Runner-up; \$15.00 Jr. Fuel; \$25.00 Top Gas; \$15.00 Runner-up; \$10.00 Jr. Gas; \$25.00 Top Street; \$15.00 Runner-Up; \$10.00 Jr. Street.

We (Cycle News) hope that this, plus Irwindale's weekly purse of \$75.00 total, will help pay some of the competitors' expenses and leave enough for a subscription to the only publication which gives you a weekly blow-by-blow description of drag racing's fast competition!

(Results on page 22)

FAVORITE MOTORCYCLE FUN GROUNDS

Here are some favorite cycling areas in and around San Diego:

MIRAMAR

5 miles north of San Diego, turn right at Miramar Rd. & 101 south of Torrey Pines Golf course. Many hills, trails, & straight roads. No mufflers & street equipment required. It's a "cycle paradise."

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East of San Diego off Hiway. 395 to Mission Gorge Rd. north approx. 4 miles. 2 to 3 sq. miles of hills & trails. Excellent for light weights.

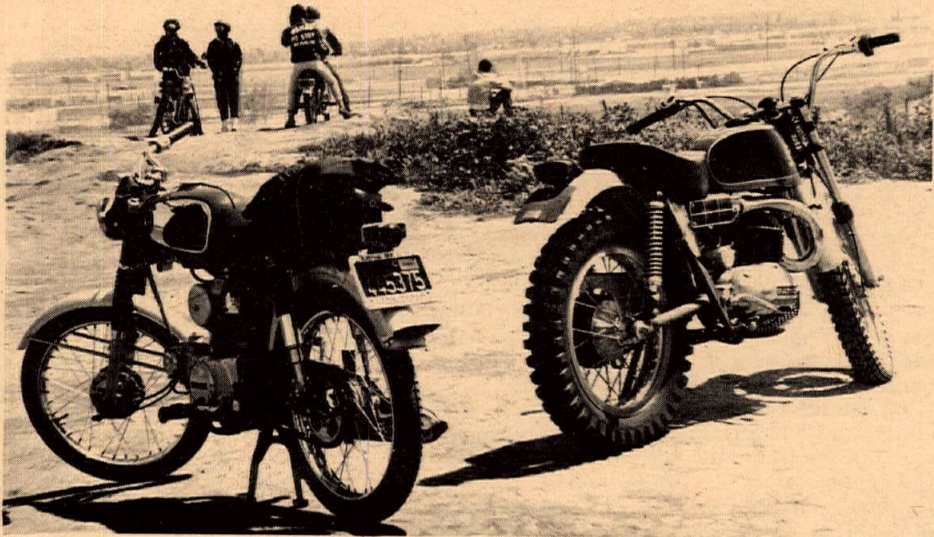
LOUIS R. CORTEZ
San Diego, Calif.

CAMP MATTHEWS (MIRAMAR)

This is a popular area South of Miramar Rd. and east of the new freeway now under construction.

There are several entrances from Miramar Rd., perhaps the best being the road next to the Control Data Corp. plant. You can also enter it from the south by going down the road from the main intersection in the University City residential area, following the road beside the railroad tracks east until you reach a railway bridge that you drive under (it's easily spotted). There are many trails, canyons, and good hills for climbing. Races are frequently held here by local clubs on Sunday afternoons. Apparently there are no restrictions.

is wide open with no signs in sight. It is used a lot and there is apparently no attempt to prevent its use by Navy personnel. Once inside you will find miles of trails, hills, canyons, and several ponds. It's probably best to stay well away from the buildings, even though they are deserted, since they may be patrolled. Also, somebody keeps several beehives at two locations inside — hands off! Finally, since Murphy Canyon Road is a freeway you can't enter at this point on a small bike.



SAN DIEGO RIVER VALLEY

A beautiful, mountainous area north of the El Capitan Dam is about a 15-20 mile drive from town. There are well-maintained, unpaved roads throughout the area and fording the streams at many points — literally miles of riding fun. But keep a sharp lookout for grazing cattle. To reach the area there is a paved road lead the northeast from Lakeside through Wildcat Canyon, emerging in the Barona Indian Reservation, and continuing on to Ramona, a distance of 14 miles or so. Another leg leads east from an intersection near Ramona. Several unpaved roads lead east and south from this paved road to an intersection called "Four Corners", and from here a road runs down the side of the valley—a steep drop, but easily handled on a bike.

CAMP ELLIOTT

Camp Elliott, to the east of U.S. 395 and Murphy Canyon Rd., is U.S. Government property and posted with a few "No Trespassing" signs. However, on Murphy Canyon Rd., just south of the Clairemont Mesa Blvd. turnoff, is an entrance which

INDY 500 TIX ON SALE

Tickets now are on sale at the Los Angeles Sports Arena for the closed-circuit theatre television of the Indianapolis 500-miler on Memorial Day.

The Sports Arena will offer the largest viewing screen in the nation for the world's biggest auto race — the screen measuring 30 by 40 feet.

Also Managing Director J. C. Agajanian reports that new sound equipment and projection will be utilized at the Sports Arena.

COMPETITION RIDERS READ THIS

Last week's notice of the new rule concerning practice at Dist. 37 scrambles events contained a typographical error. It should have read: "Lightweight machines will practice in two separate sessions."

#1. Machines from zero cc to and including 125cc will practice in group number one.

#2. Machines from 126cc to and including 250cc will practice in group number 2."

We lend our unqualified endorsement to this new ruling by the sports committee and hope that this correction will clear up any confusion left by last week's announcement.

The reference to the ambulance stand-by crew in the last paragraph of the same announcement on page one, was continued to page 15 in the ad columns, in case you are still looking for it.

Also take notice of the District 37 trophy presentation announcement on page 22 this week.

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(But keep faith. Our Hustler has a spirited Dual-Stroke engine for a heart.)

By the end of Lap 1, she had gone from dead last to pass 23 foes.

By the end of Lap 2, Walt Fulton, Jr. had hustled her past all but twelve bikes.

By Lap 7, our Daytona debutante had done away with the remaining dozen.

In the record time of 89.122 hairy miles per hour, Hustler went on to win the 21-lap Novice race—and the crowd—by a comfortable 26 seconds.

End of story? Only the beginning. From here on we think Hustler has nothing to lose.

And you have everything to gain.

Packed into its trim 297 pound curb weight you get 29 horses, 6 speeds, Posi-Force lubing, Suzuki's exclusive 12 month/12,000 mile Warranty (just ask for

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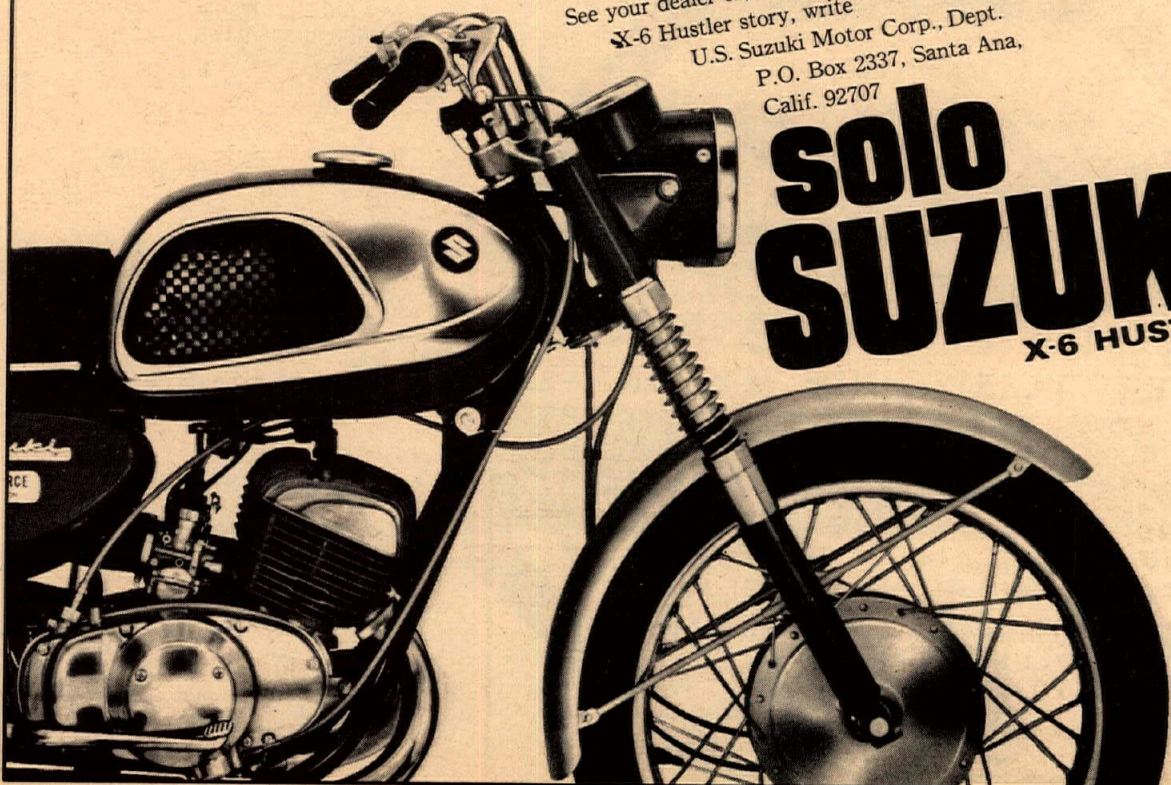
X-6 Hustler wins the races, both the Daytona 21-lap Novice and 31-lap Sportsman events.

You get the prize.

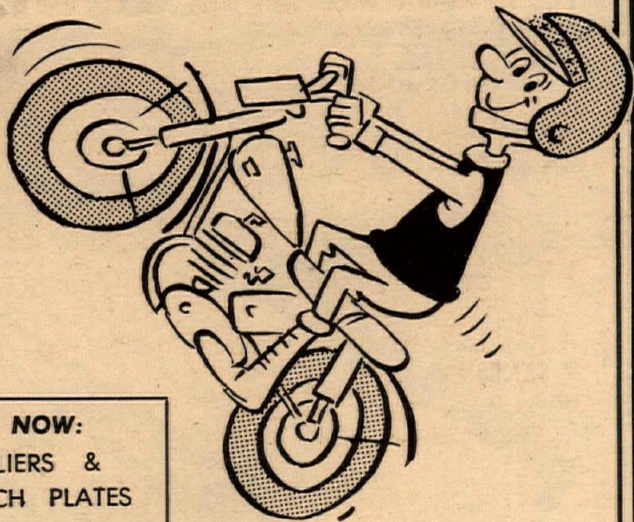
See your dealer or, for more of the X-6 Hustler story, write
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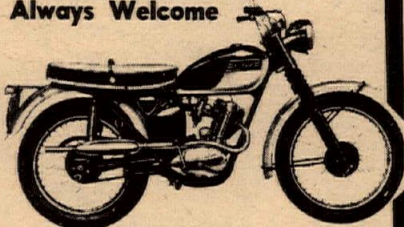
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SCHOOL AUD.
1st SHOW 7 p.m.

GO!

NEW TT COURSE Courtesy San Diego Oilers

By B. G. Gooding

The San Diego "Oilers" Club raised the curtain on their new scrambles track Sunday, April 17, located at Imperial Beach, a few miles by freeway from downtown San Diego. The track is the old Masterlinks M.C. location, the Masterlinks being dissolved some time ago, but reorganized and rechartered as a competition club to be known as the San Diego "Oilers", formerly of Huntington Beach.

Don Mathews, a top expert, built and works hard at this true rider's course, featuring seven turns, two straightaways, one jump and big sweepers. Working with Don is Al Finan and his crew of devoted, hard working Oilers. As advertised, the track was well watered. The water truck can only be described as "boss"—an eighteen wheeler semi that is capable of producing floods. As the riding programs to be billed here this summer become history, the participants will be grateful that the track is located adjacent to the beach where the cool ocean breezes keep engines as well as riders and spectators comfortable.

Cool weather did not slow down the show as the crowds literally thronged to the Boy's Club benefit scrambles. Spectators fought for choice viewing locations.

ON WITH THE RACES

The 100cc Novice wailers ended with Clyde Foster winning on his Hodaka, Byron Krenek second on

board a Yamaha and Bill Bowman, Honda mounted, was third place trophy winner. Chuck Baker, 100cc Expert, with his works Zundapp could not be beaten.

Bultaco in the 200cc class with John Kenyon at the controls seems to be a combination that's hard to beat.

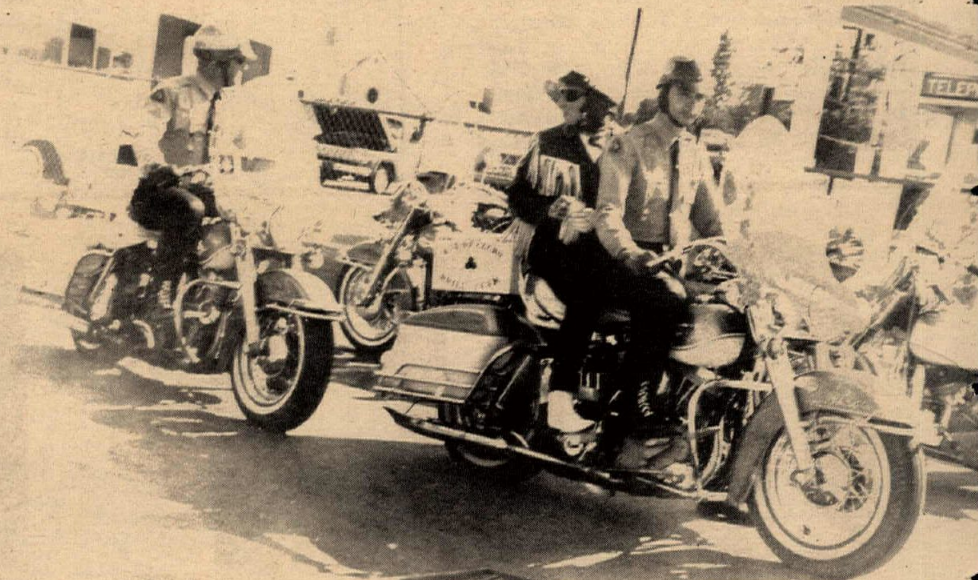
La Cross Montesa with Rick Vesco in the 250cc novice event looked to have all the power and ability until the last lap when Mr. Montesa squirted Mr. Vesco into the mud.

The 500cc Novice saw "Red" Clemo and his flying Matchless lead all the way until just before the checkered flag when his chain came unglued. "Feets" Minert plus BSA Victor wailed in the 500cc Expert Class with Johnny Apple and his TR-5 pushing hard all the way. Desert ace Don McCarley took the 250cc event with his Greeves, just nosing out Bill Silverthorn on a Montesa.

The Open Expert put Travis Petton in the winner's circle. Last act, the Lady's Powder Puff, was a complete run-away for Carol Gooding on a Yamaha 80cc. Although the girls rode on bigger bikes, 200cc, 125cc and 90cc, Carol's reliable 80cc Yamaha saw little competition after the starting flag. Sandy Ramsey on her Hodaka, showed great improvement and strong determination to take the second place honors.

(Results on page 22)

HIDDEN DESTINATION RUN



By Jack Byrd

What a change! I awoke on Sunday morning to find it a wonderful day for a road run! A real contrast to the weather on all the previous runs! The day was bright and warm as I rolled into San Fernando, Harley-Davidson, to sign up for the Hidden Destination Run sponsored by the Vallegymen M.C.

Some 250 enthusiastic cyclists found their way to the valley Harley shop for the beginning of a full and eventful day. The route was both scenic and a change of pace, in that we did no freeway traveling. The hidden destination turned out to be the lovely little town of Ojai, in the hills close to Ventura, at Camp Comfort.

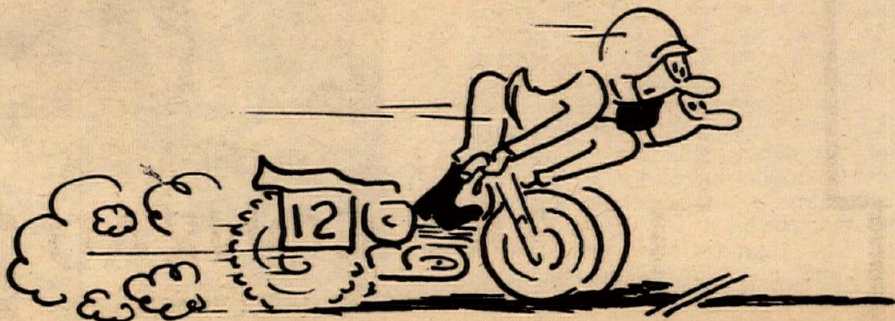
The Vallegymen M.C., a comparatively new club, put on a full day of events, including Field Events, Bike and Uniform judging, Dance and Trophy drawing.

One of the highlights of the day was the thrilling exhibition put on by the Ace of Clubs drill team. They

were out in full strength and never did better. Also the Parade through the City of Ojai was a good way to impress the town's residents of the good side of cycling.

The Field Events were hilarious; some of the events were: Passenger, Weenie Bite, Solo Slow Race, Solo Dart Throw, Solo Ball Kick and Solo Spark Plug change.

Our hats are doffed to the Vallegymen, for a very well planned and a very different "Fun Run and Day." Some of the old timer clubs could do well to take a few hints from this energetic new group.





Malcolm Smith traverses Sidehack Assn. sandwash.

ing a Hodaka 90, finishing around 55th overall. Second place R. Robbs riding another Hodaka wasn't far behind. Steve Hedgecloth finished third. Watch out for that boy, he's going places.

Jan Ditson, who finished seventh, said "the course was quite rough on the trail bikes but all in all it was a good run." She only had to push her bike over two sand hills! Rosemarie Martino, who has been having trouble the past few runs, seized up her engine and didn't finish.

Frank Morgan was running right up in the front, got lost twice and finished way down the line; that isn't like Frank, he usually wins hands down. Frank's brother Jack was out trailing last weekend and apparently unloaded and broke some ribs but he will be back riding soon. He's another fella to watch out for. Our other girl Lynn Wilson finished back in the pack, but she was looking good. I guess she took it easy and just rode to finish.

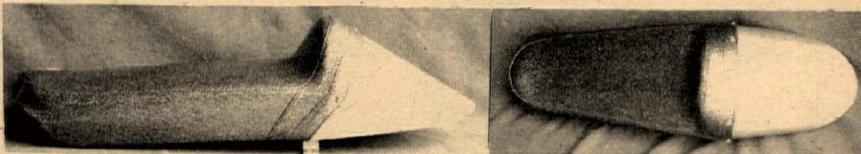
(Results on page 22)



First six finishers (from left), Vick, Dempsey, Patrick, Price, Ross, Belt.

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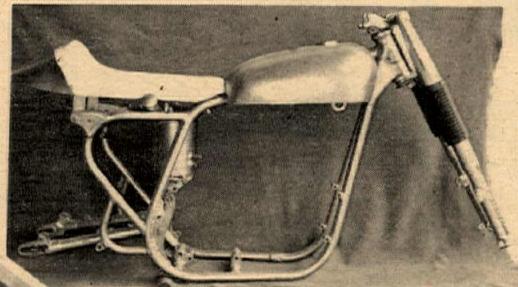


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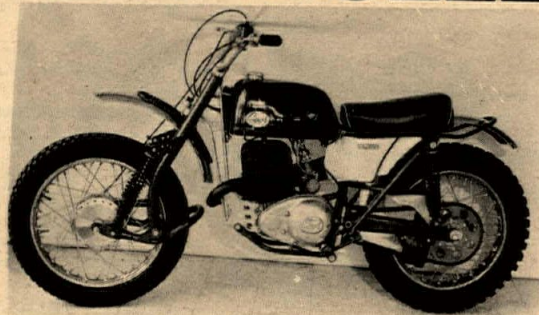
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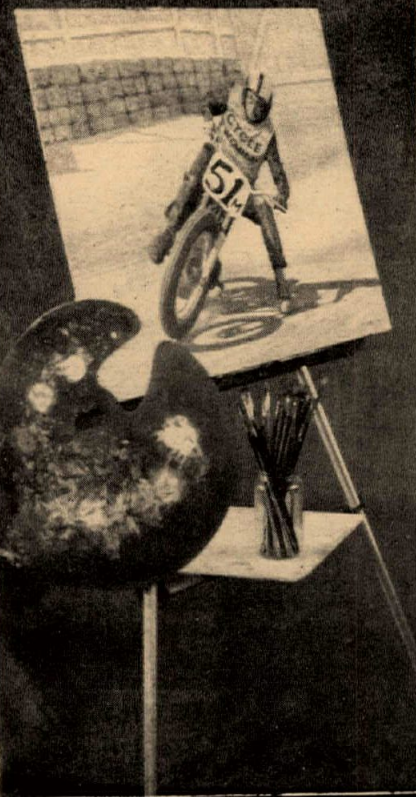
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SIDEHACK ASSN. HARE SCRAMBLES from page 13



The finish line — a welcome sight.



Bill Turner's winning Hodaka.



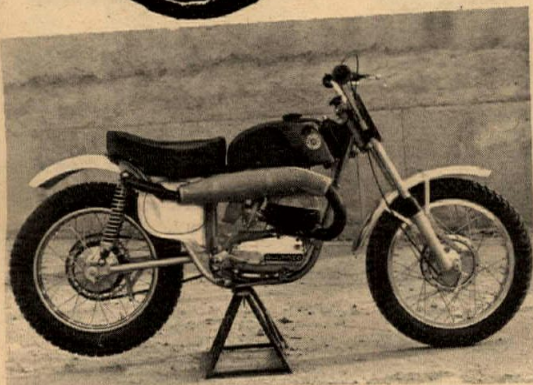
Jan Ditson finishing the run.



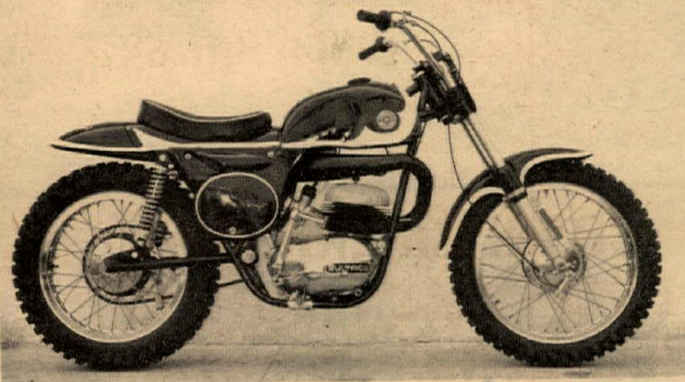
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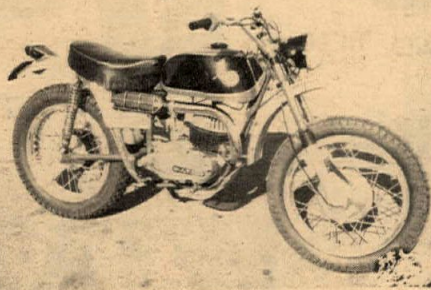
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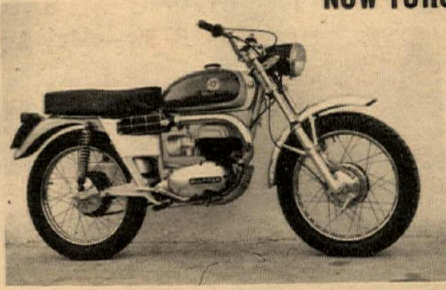
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went to some bars. He gave me some I.D. but I didn't have to use it. (That made me feel good.) Then we went to a nightclub where they had a strip act. It was pretty good. Jim and Mark had gone to the track so I was going to stay with him and his wife tonight. His wife had a girlfriend staying with her. After I had met them (as Rooney), Joe and I went to get some beer. When we got back he told me to wait in the car. He went into the house but the door didn't close so I could see Ann (the girlfriend) on the couch. I heard him say that I was going to spend the night. She jumped off the couch and yelled "You mean I get to stay in the same house as him?" Then they talked about where I was to sleep. Ann said I could sleep with her. I didn't.

Jim Nicholson picks up the narrative:

April 21, 1963 - Sunday
AT THE RACES

Last night we drove out to the town of Moor where the races were to be held. Just Mark and I went—Jim had to work. By the way I didn't finish writing for Friday because the lantern ran out of gas while I was writing, and Jim started writing before I got a chance to finish that day.

Anyway, last night at the show we broke open our homegrown super duper two-week-old apple cider which we had bought just before we hit Oklahoma City. We got talking about hard cider and how it was made, and how Mark used to raid his neighbor's shed for his homemade brew. Then was the time we decided to make some ourselves. We put some raisins in it. Last night when we opened it it smelled pretty powerful, 'bout 190 proof, but disappointingly enough it didn't even make us a little bit high. I even chug-a-lugged a half quart with no effect.

Anyone reading this here log of our wild, exciting adventures over the United States might get the impression that we are lazy, sex minded alcoholics, and they are wrong. We are only normal American teenagers from well cultured families that like to get the most and finest things out of life, and that is in my opinion exactly what we are doing now.

Back to Sunday, we got to the track about nine. Nobody was there. It looked like a real good course when I walked around it, except for a jump they had in the corner. Mark and I practiced for a while. The run was put on by a road rider club and they almost didn't let Mark ride because he didn't have his AMA card.

I rode my heat race and got fourth and didn't get to ride the main event. It sure did get me mad, because my bike was barely running in the heat race but I did get it running good after I fixed my high tension lead wire.

Mark rode and won his heat. He came from third place and passed a Harley for the win. I didn't think he would win the main event but he did, by getting off to the front position at the first turn. Several guys had money bet on him. It was a real good race. We met a lot of riders and they were real friendly. After the race we cleaned up the truck and went to another lake.

Again, Marty McDonald:

April 23, 1963 - Tuesday
MARTY MARKS IN THE LOG

Jim got up and went to work. I went looking for a job. I got one the first place I went. It is in a photograph studio, there is a real nice looking girl working there. I met her today. We got to talking and when I said I was from California she said, "You aren't with Jim Ashmore are you?" I said yes I am. It turned out that it was Beth Ann, the girl Jim met at Joe's house. I am going to work tomorrow morning.

Jim Ashmore decided to go back to California. He said he wanted to ride his bike. He left this afternoon. I gave him \$20.00.

Jim Nicholson's water ski came today. We went down to the bus depot and got it. Jim said it was the wrong ski but he said it was a good ski. I guess beggars can't be too fussy. We are at Jim Ryan's house. I got to go to work so going to bed.

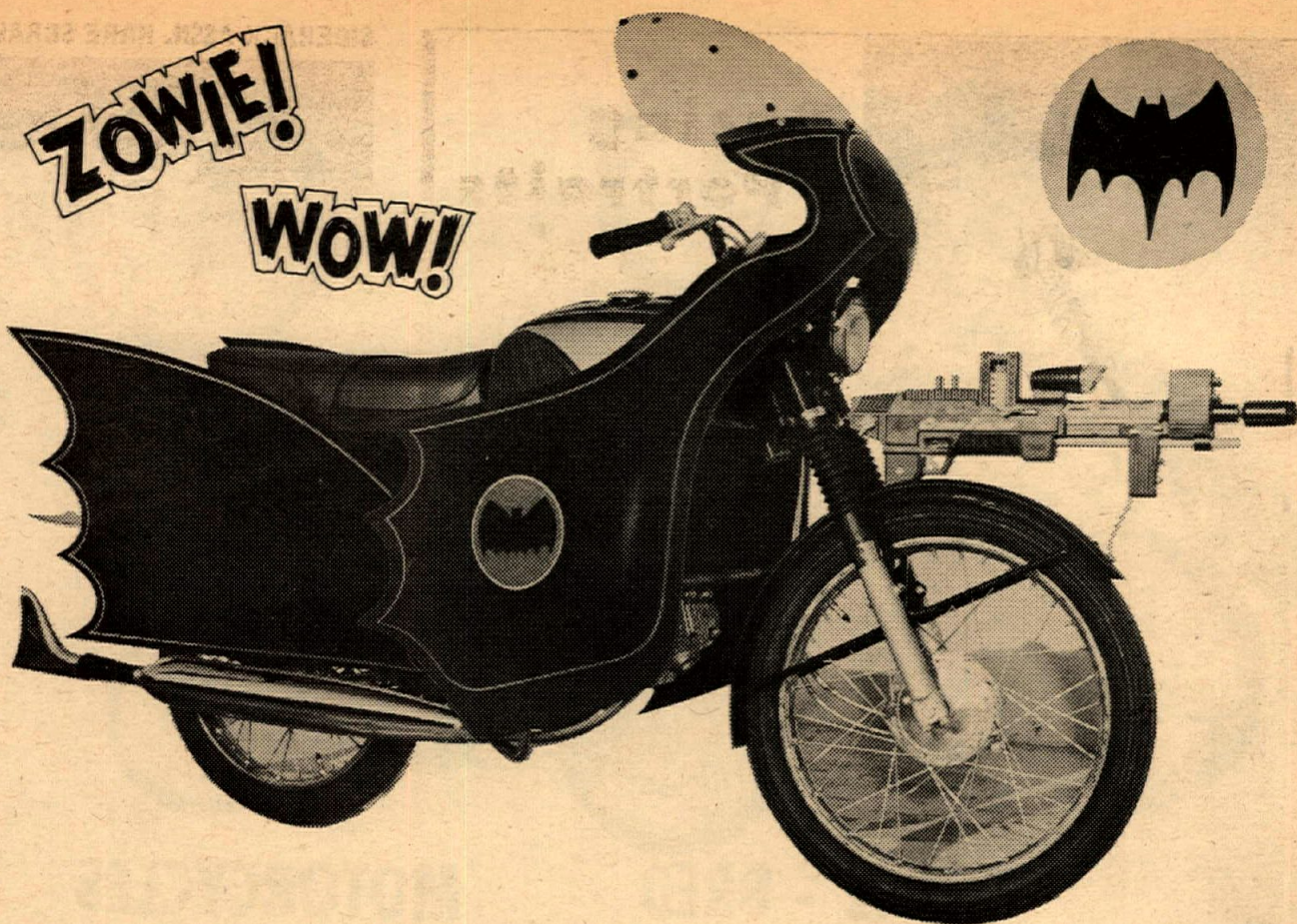
Jim Nicholson interjects:

Ha! Ha! He doesn't even have to get up till 9:00 o'clock. And another thing, Mark you forgot all about yesterday. Boy, some people sure are stupid.

(Continued next week)

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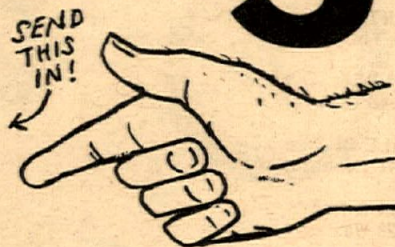
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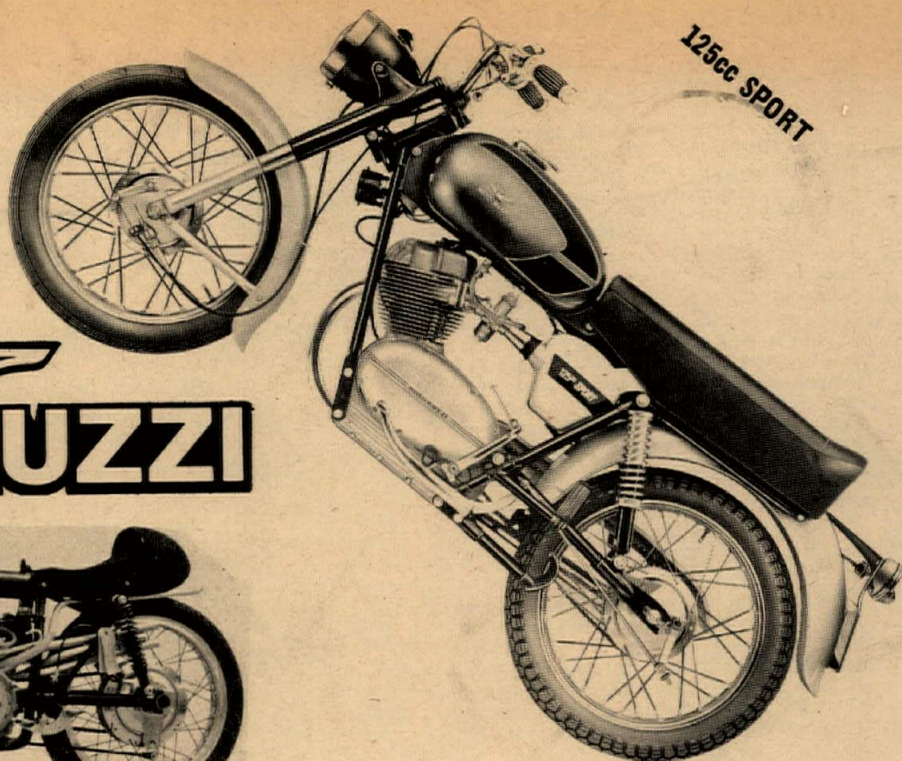


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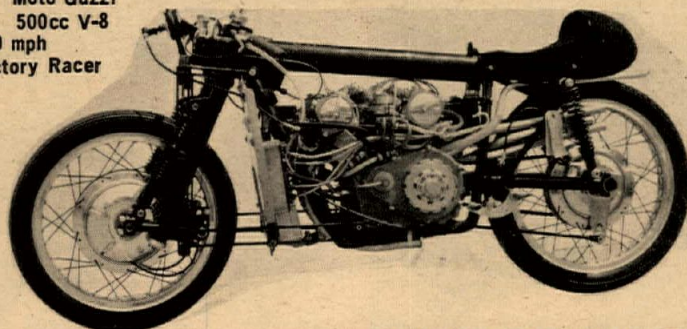


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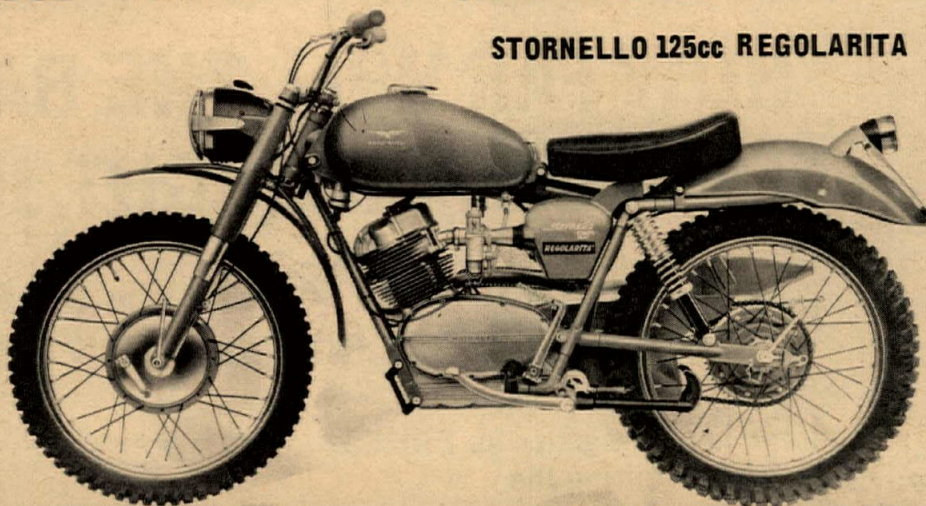
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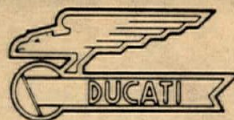
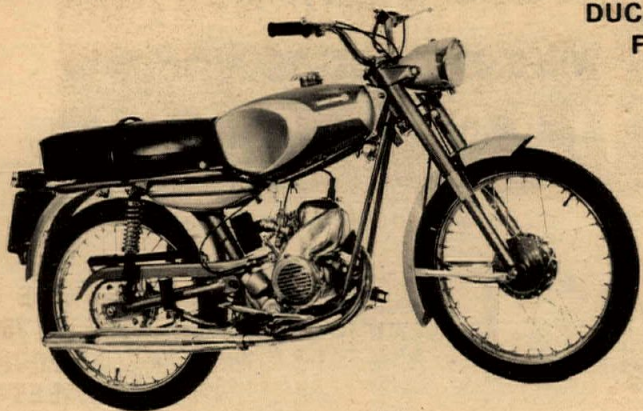
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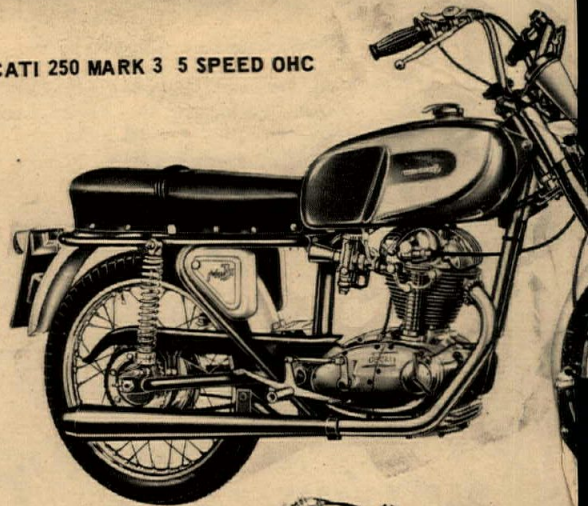


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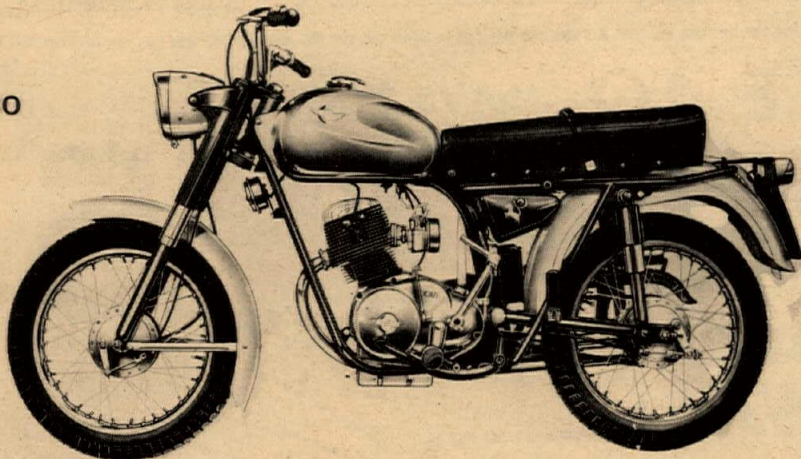
**BERLINER
MOTOR
CORPORATION**

Railroad Street & Plant Road
Hasbrouck Heights, N. J.

DUCATI 250 MARK 3 5 SPEED OHC



DUCATI
125 BRONCO



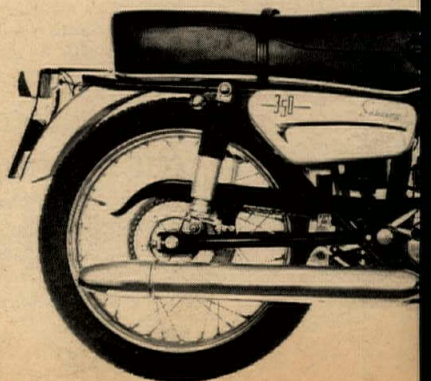
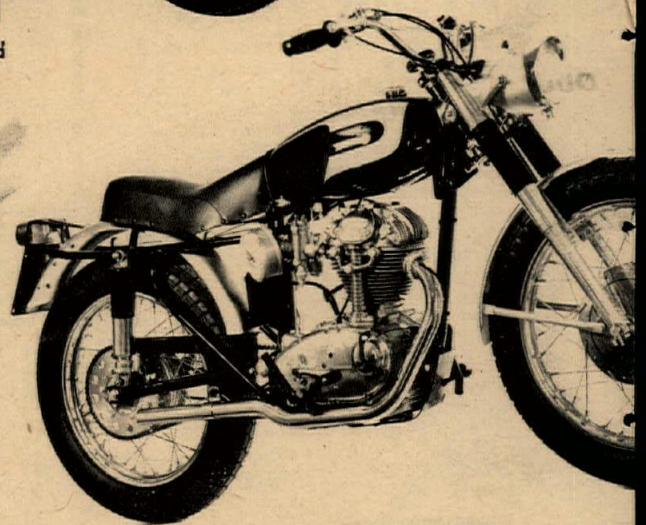
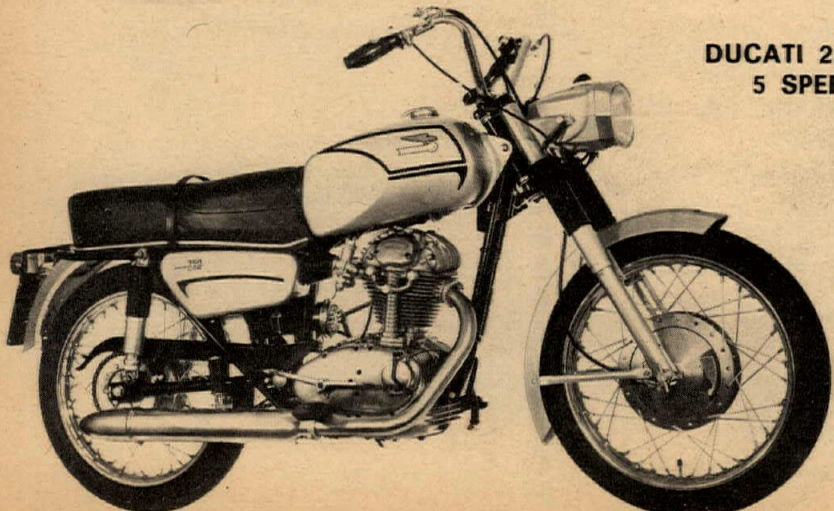
ADVANCED DESIGN
PROVEN RELIABILITY

DUCATI 250 MONZA
5 SPEED OHC

WESTERN DISTRIBUTOR

ZDS MOTORS

527 W. WINDSOR RD.,
GLENDALE, CALIF.



DUCATI



ATLAS 750



BIG

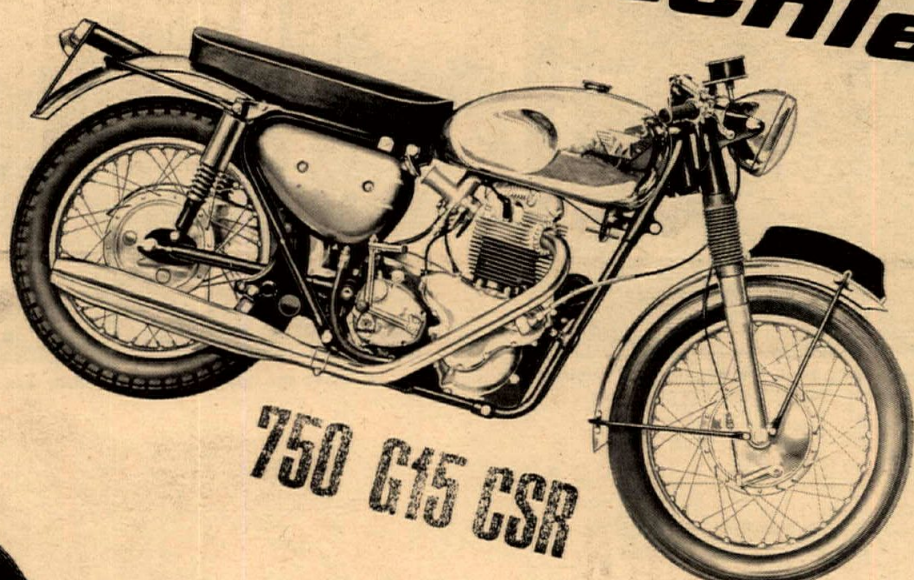
Norton

OR SMALL

Matchless



DUCATI BRIO 100



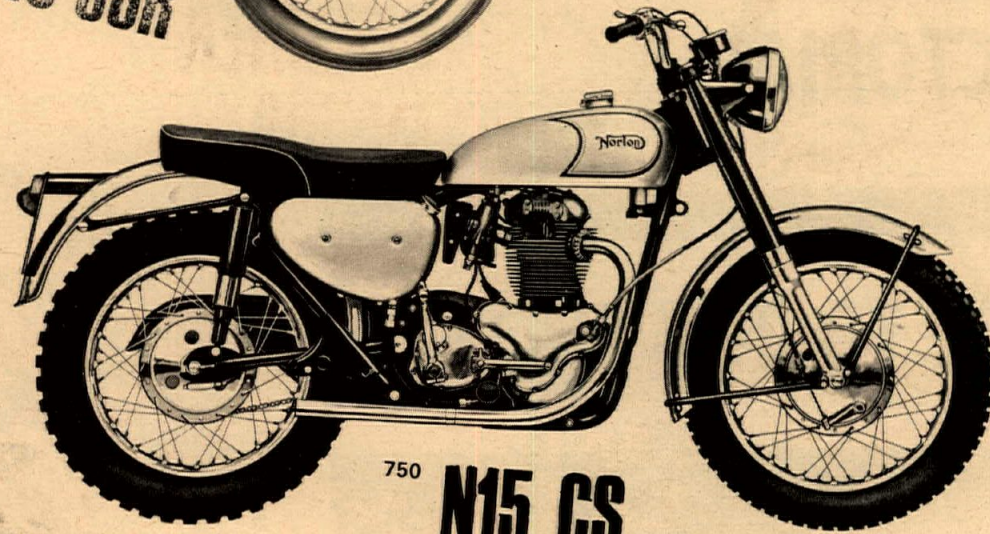
750 G15 CSR

**BERLINER
HAS 'EM ALL**

A COMPLETE RANGE OF
MODELS FROM 50cc TO 750cc
TO MEET THE REQUIRE-
MENTS OF ANY STREET OR
COMPETITION RIDER.

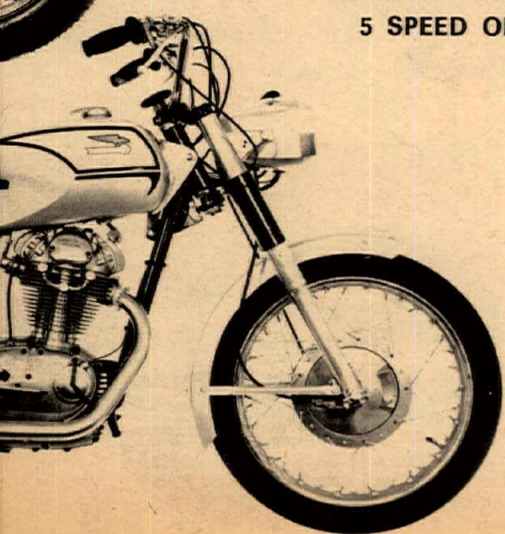
BERLINER HAS 'EM ALL

RIDE 'EM AND SMILE!



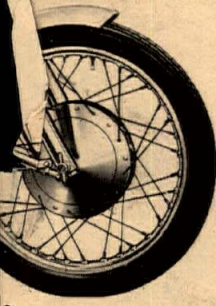
750 N15 CS

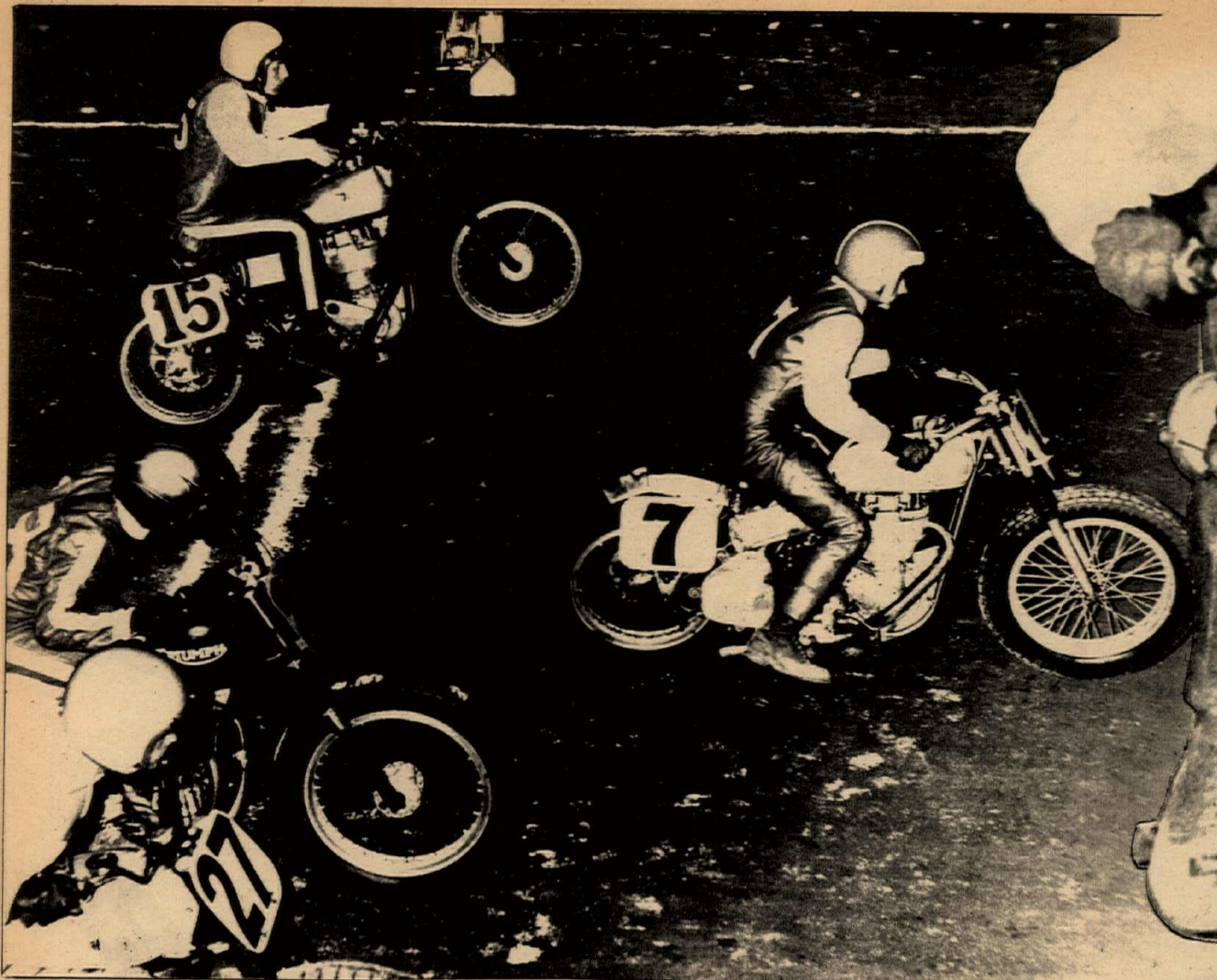
DUCATI 350 SEBRING
5 SPEED OHC



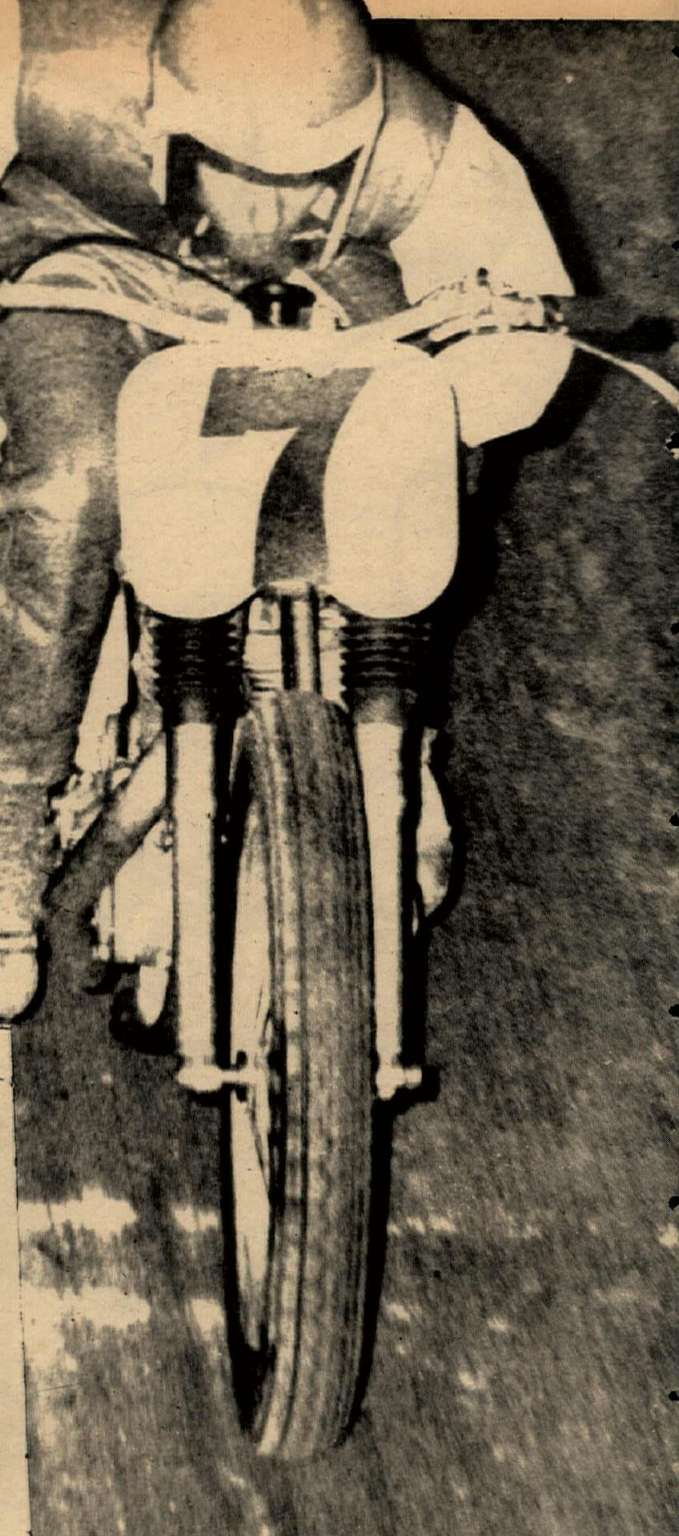
750 G15 MK 11

DUCATI 250 SCRAMBLER
5 SPEED OHC

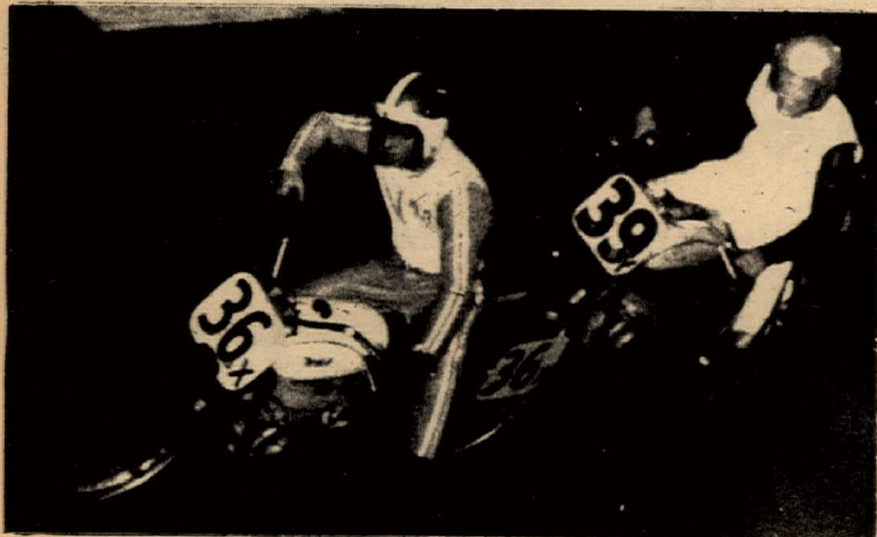




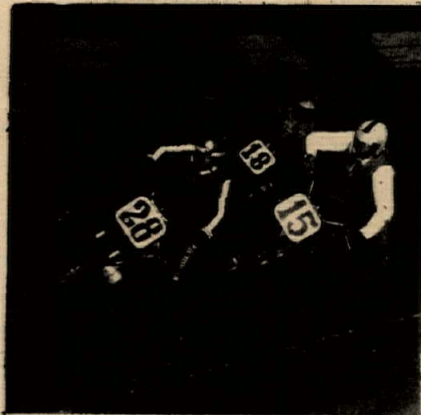
Tanner demonstrates the art of "cheating off the line."



First to the checkered flag, Sammy Tanner.



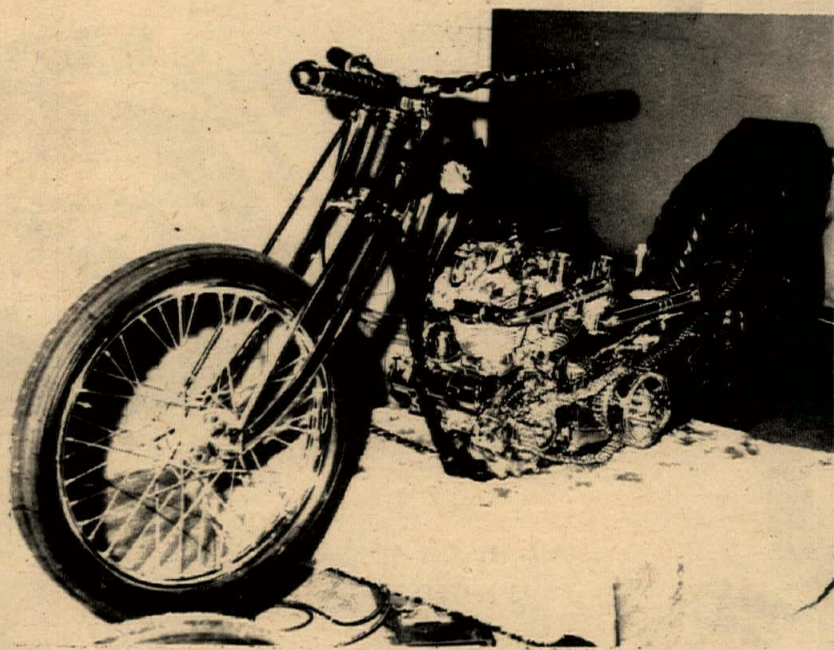
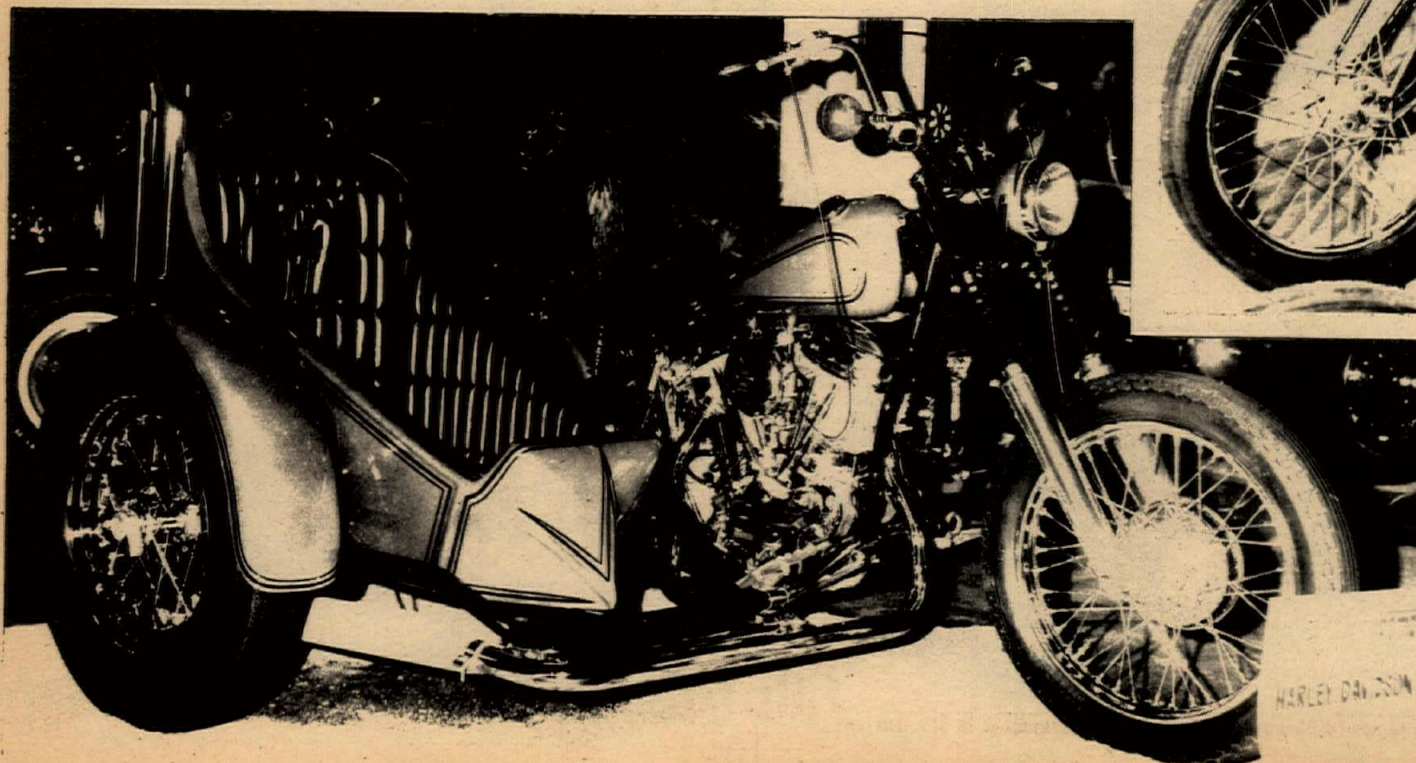
Amateurs Bodette and Schmidt.



Close company in the Expert Main Event — Nicholson (28), Lawwill (18), White (15).

ASCOT PICTORIAL

HI-HO COME TO THE SHOW



Pictured above, behind the mask is a secret weapon! A new model on the market, it is said to have "cuarenta caballos" (40 horses)! If that tweaks your interest enough, visit the Cycle World Motorcycle Show at the Sports Arena this weekend, Thursday, Friday, Saturday or Sunday. Want another hint of the new scooter? Visit booths 65 and 66!



Wayne Sumner leads over the jump and through the turn.



Victorious in Open Expert Event, Skip Van Leeuwen.



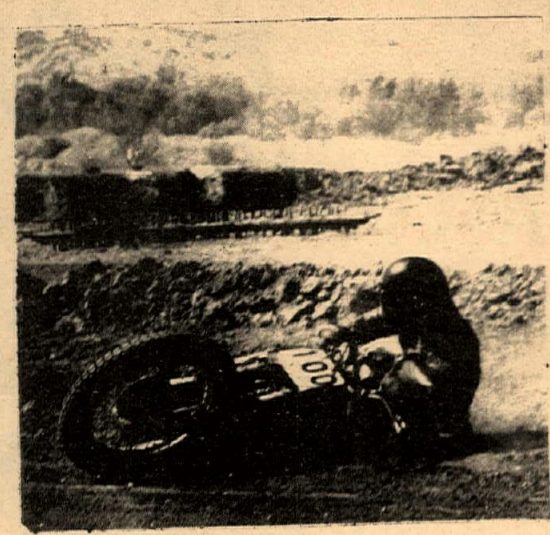
Mike Linthicum (121) went wide, recovered to win 350cc class.



Looking good — George Omo.



There was lots of 250cc action.



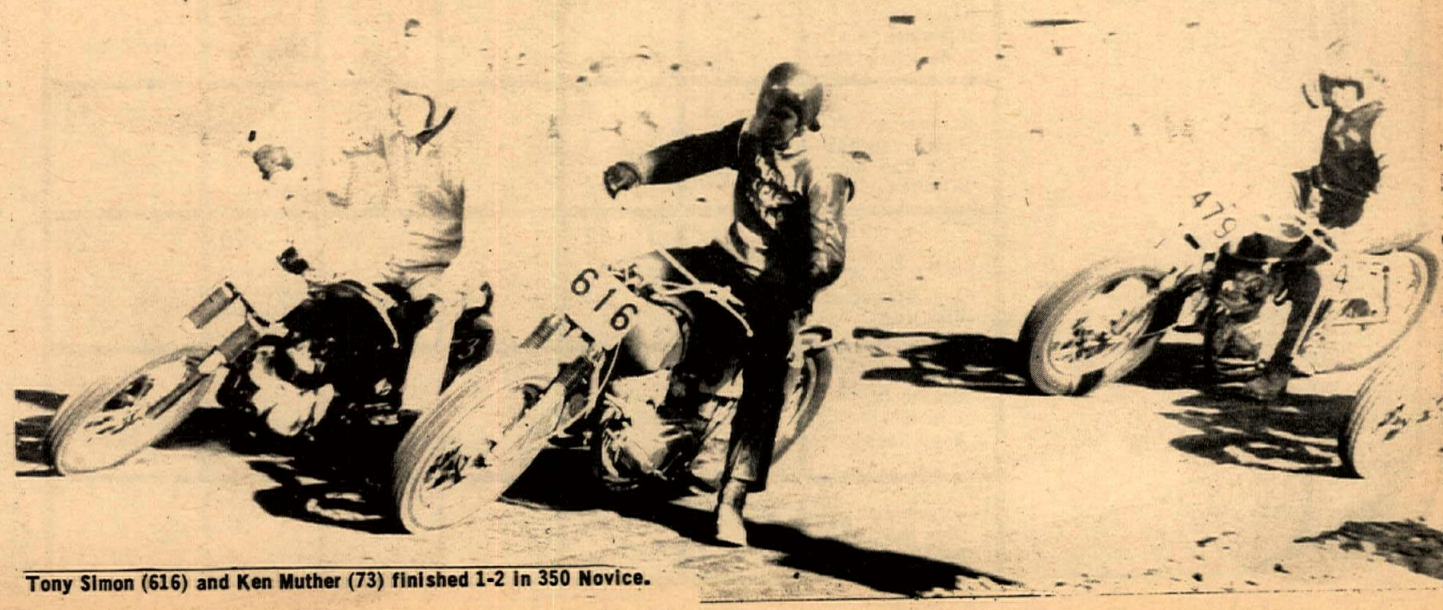
Tri-State scrambler displays beautiful form while executing controlled crash. Left, a little crossed up. Center, hold that tiger. Right, down for the count.

TRI-STATE SCRAMBLES PICTORIAL

Photos by Dennis Greene



Yogi Mariscal.



Tony Simon (616) and Ken Muther (73) finished 1-2 in 350 Novice.



CYCLE NEWS *May* EVENT CALENDAR

Calendar girl,
Paula Hyun
(Courtesy American
Motorcycle
Service Assn.)

SUN.	MON.	TUES.	WED.	THURS.	FRI.	SAT.
Motocross Half-mile Scrambles Enduro Road Run	1	2	3 MRI Meeting	4	5	6 Scrambles
7 T.T. Road Run	8 Scrambles Hare Scrambles Road Run Hillclimb	9	10	11	12	13
14 Road Run	15 T.T. Scrambles Hillclimb	16 Operation Motorcycle Blood Bank	17	18	19	20 Motorcycle Movies in San Diego Scrambles
21	22 Greenhorn Enduro Road Race	23	24	25	26	27
28	29 Scrambles (Ron Nelson benefit)	30	31			

For more information on
motorcycle affairs Refer
to the Calendar of events
in CYCLE NEWS
every week.

THE SOUTHERN CALIFORNIA

BSA

**DEALERS INVITE YOU to
the "Exciting World of BSA"
at the Cycle World Show,
Booths 41-42-43**

ANAHEIM - BSA
Norm Reeves, Inc.
224 North Anaheim Blvd.

AZUSA - BSA
Bert's Motorcycles
847 W. Foothill Blvd.

BAKERSFIELD - BSA
Johnny's Motorcycle Co.
415 19th Street

BALDWIN PARK - BSA
Bob Sir Kegian Motorcycles
15006 E. Arrow Highway

BUENA PARK - BSA
Norm Best Motors
8461 Commonwealth Ave.

BARSTOW - BSA
Daves Cycle
1521 W. Main Street

BARSTOW - BSA
Larry's Cycle Shop
27214 W. Highway 66

BURBANK - BSA
Suzuki Fun Center
515 N. Victory Blvd.

DOWNEY - BSA
Norm Reeves, Inc.
9536 Firestone

RIDGECREST - BSA
Ridgecrest Hondas
339 W. Ridgecrest Blvd.

RESEDA - BSA
Kolbe Cycle Sales
7514 Reseda Blvd.

RIVERSIDE - BSA
K & N Motorcycles
1689 La Cadena

RIVERSIDE - BSA
K & N Motorcycle
3358 8th Ave.

SAN BERNARDINO - BSA
Doug Douglas Motorcycles
24769 E. 5th Street

SAN DIEGO - BSA
Floyd Emde Co.
811 13th Street

SAN DIEGO - BSA
Floyd Emde Co.
5476 El Cajon Blvd.

SAN PEDRO - BSA
Century Motorcycles
1312 S. Pacific Ave.

SANTA ANA - BSA
Irv Seaver
2402 N. Main St.

EL CAJON - BSA
Don Vesco Motorcycle Sales
560 - 562 El Cajon Blvd.

ESCONDIDO - BSA
Gary's Motorcycles
311 East Ohio

FONTANA - BSA
K & N Cycles
17015 Foothill Blvd.

GLENDALE - BSA
Sport Motor Sales
420 S. Brand

HUNTINGTON PARK - BSA
Rantz Motorcycle Co.
2713 E. Slauson Ave.

INGLEWOOD - BSA
Warren's Cycle Shop
920 N. La Brea

LA HABRA - BSA
LeBard & Underwood
221 E. Imperial Highway

LA PUENTE - BSA
Bert's Motorcycles
802 Glendora Ave.

LANCASTER - BSA
Don & Rays Motorcycles
1223 W. Ave. "I"

NEWHALL - BSA
Allied Cycle Sales
24601 Arch Street

NORTH HOLLYWOOD - BSA
Allied Cycle Sales
6868 Lankershim Blvd.

OCEANSIDE - BSA
Oceanside Cycle Center
2935 San Luis Rey Road

ONTARIO - BSA
Clary's Motorcycle Co.
4945 Mission Blvd.

ONTARIO - BSA
K & N Motorcycle, Inc.
1145 W. Holt Ave.

OXNARD - BSA
Joe Silvas Motorcycle Shop
1527 N. Oxnard Blvd.

PACOIMA - BSA
Casey's Cycle Repair
10249 San Fernando Road

PALMDALE - BSA
Don & Ray Bevans Motorcycles
36153 N. Sierra Highway

PARAMOUNT - BSA
Norm Reeves, Inc.
15745 Lakewood Blvd.

PASADENA - BSA
Milne Bros
1941 E. Colorado Blvd.

LAWNDALE - BSA
Lawndale Cycle, Inc.
15324 Hawthorne Blvd.

LONG BEACH - BSA
Joe Koons
1350 E. Anaheim

LONG BEACH - BSA
Long Beach Honda
5105 Atlantic Blvd.

LONG BEACH - BSA
Long Beach Honda
4328 E. Anaheim

LONG BEACH - BSA
Long Beach Motors
431 W. Pacific Coast Hwy.

LOS ANGELES - BSA
Steve Allen Honda
9000 Santa Monica Blvd.

LOS ANGELES - BSA
Louie Thomas, Inc.
345 S. Atlantic Blvd.

LOS ANGELES - BSA
Hollywood Scooters
7327 Santa Monica Blvd.

LOS ANGELES - BSA
World Cycles
3303 Sunset Blvd.

NATIONAL CITY - BSA
Floyd Emde Co.
1302 National Avenue

SANTA BARBARA - BSA
Mullaney's Motorcycle Shop
21 W. Montecito Street

SANTA MONICA - BSA
Jack Baldwin Motorcycle Shop
2705 Pico Blvd.

SEPULVEDA - BSA
Mission Hills M/C S & S
8730 Sepulveda Blvd.

SUNLAND - BSA
Carnes Cycle Shop
8459 Foothill Blvd.

TAFT - BSA
Taft Harley-Davidson Sales
318 Harrison Street

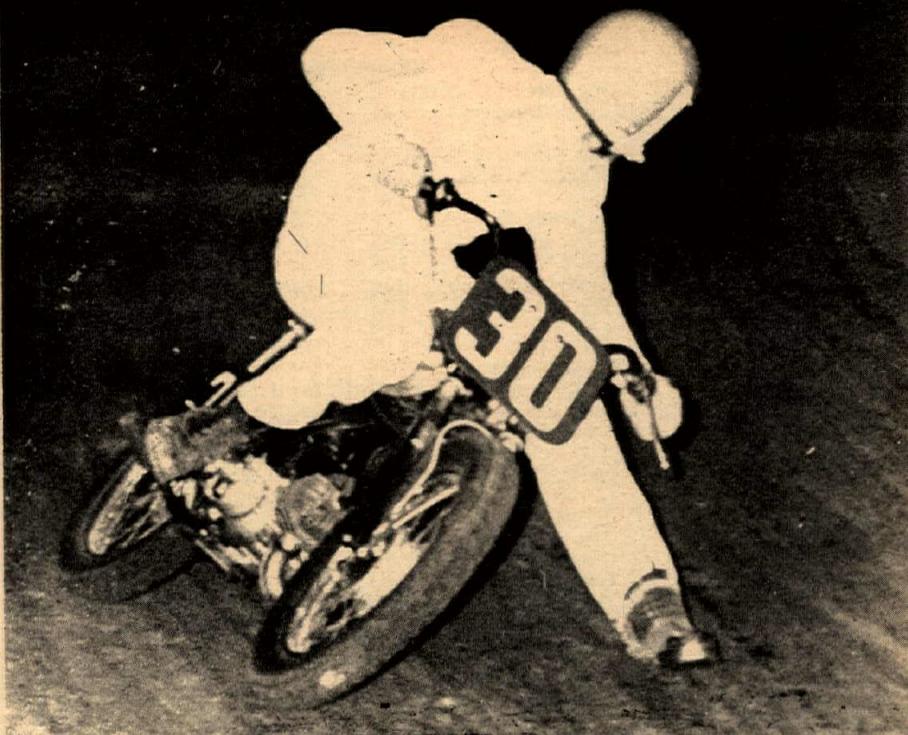
TORRANCE - BSA
Hockie's Cycle Shop
22025 S. Figueroa Street

VICTORVILLE - BSA
Dave's Cycle Inn
15369 Seventh Street

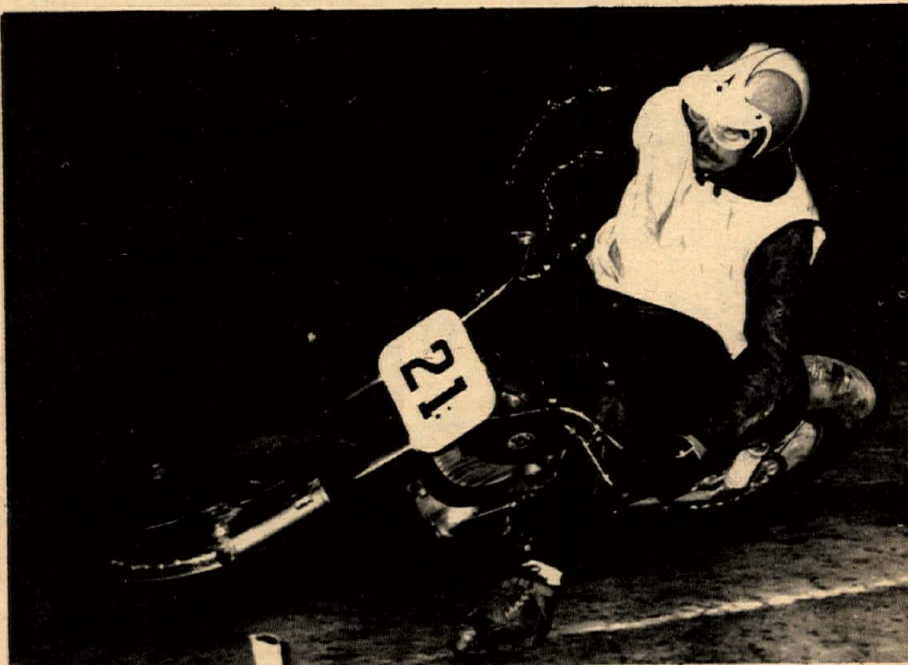
WHITTIER - BSA
Norm Best Motors
1410 Hadley Street

WOODLAND HILLS - BSA
Kolbe Cycle Sales
22420 Del Valle Street

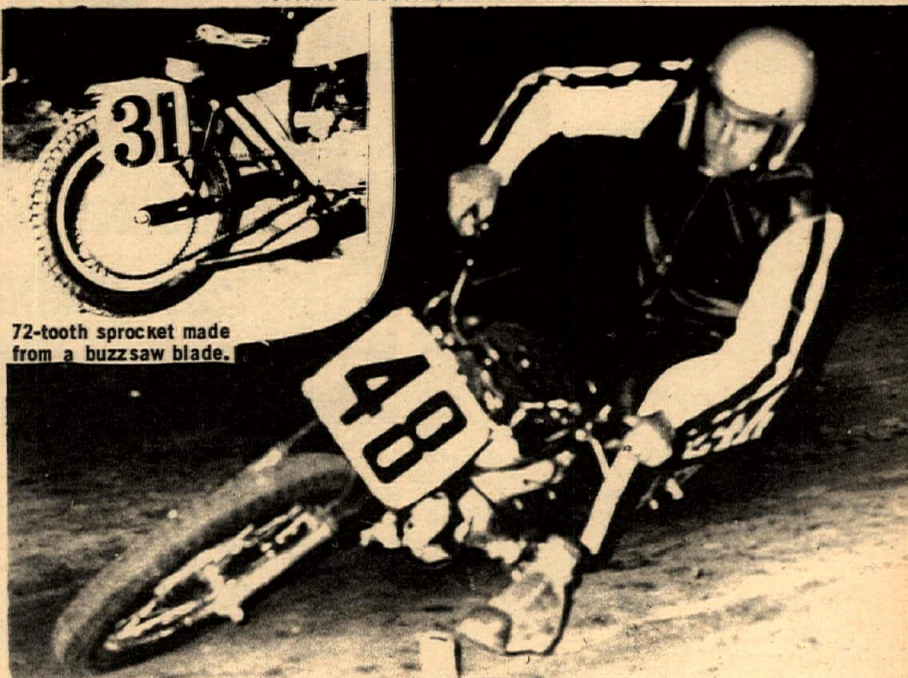
SHORT TRACK PICTORIAL



Rick Woods has time to look back.



Second in 250cc Main was John Bradford.



72-tooth sprocket made from a buzzsaw blade.

From Omaha, Nebraska came Pat Gosch.

8 1/2 x 11"

ACTION 3 DRAWINGS

\$1.00

COMPETITION GALLERY

BOB HOGAN
P.O. BOX 29 Calabasas, Calif.
91302

90cc NOVICE
1. E. Homer
2. T. Mulkey
3. R. Norgaard
4. B. Krenak

90cc EXPERT
1. R. Foster
2. A. Finan
3. R. Jones
4. S. Cooper

200cc NOVICE
1. J. Kenyon
2. C. Graling
3. B. Willis

LT. WT. NOVICE MAIN
1. R. Vesco
2. E. Geldreich
3. H. Kessinger
4. ?

LT. WT. AMATEUR
1. J. Willis
2. B. Davis
3. B. Nicholson
4. P. Davies
5. L. Williford

OPEN NOVICE
1. P. Cates
2. C. Lemmon
3. G. Smart
4. J. Sandrews

LT. WT. EXPERT
1. D. McCarley
2. M. Gooding
3. W. Ramsey
4. B. Lange

OPEN EXPERT
1. N. Ussery
2. J. Cates
3. D. Finan
4. Z. Prather
5. D. Hansen

SAN DIEGO OILERS TT SCRAMBLES April 17,

OPEN EXPERT MOTO
1. T. Petton
2. L. St. Germaine
3. N. Ussery
4. P. Nowakowski
5. Z. Prather
6. D. Alt
7. B. Coffman
8. R. Moore

500cc EXPERT MOTO
1. C. Minert
2. J. Apple
3. G. Mc Elrath
4. R. Callaway
5. G. Admire
6. R. Brewer
7. D. Stootner
8. D. Finan

250cc EXPERT MOTO
1. D. McCarley
2. B. Silverthorn
3. G. Brown
4. H. Hayes
5. E. Rosa
6. N. Niles
7. J. Flagg
8. D. Duncan
9. B. Lang

OPEN NOVICE MOTO
1. J. Barrer
2. F. Williamson
3. J. Whitcomb
4. E. Martony

500cc NOVICE MOTO
1. D. Clemo
2. R. Dodson
3. G. Smart
4. M. Goodwin
5. G. Majors
6. G. Urbina

250cc AMATEUR MAIN
1. J. Willis
2. W. Ring
3. N. Nicholson
5. K. Remey
4. J. Weishaup
6. M. Carter
7. L. Williford
8. D. Clemo
9. D. Harding
10. B. Davis
11. P. Davies

250cc NOVICE MAIN
11. E. Geldreich
2. R. Eckers
3. G. Grover
4. R. Adams
5. S. Gray
6. ?
7. L. Berg
8. G. Gast
9. R. Blocher
10. S. Simmons

90cc EXPERT MOTO
1. C. Baker
2. R. Foster
3. B. Sharp
4. D. Mathews

200 AMATEUR EXPERT
1. J. Kenyon
2. C. Graling
3. B. Willis

NOTE: Makes of most bikes not available.

ORANGE COUNTY

SHORT TRACK April 20, 1966

250cc TROPHY DASH

1. John Bradford Bul

100cc TROPHY DASH

1. Rick Woods Yam

50cc MAIN

1. Dave Smith Toh

2. Mike Smith Toh

3. Steve Pederson Hon

4. Bob Grauer Toh

100cc MAIN

1. Rick Woods Yam

2. Gary Carlkins Yam

3. Don Finkes Suz

4. Chris Hartman Yam

5. Jim Peterson Suz

6. Eddie McGregor Yam

250cc MAIN

1. Pat Gosch H-D

2. John Bradford Bul

3. Ivan Oden Gre

4. Arvil Sparks Yam

5. Bill Cody Mon

6. Eddie McGregor Mon

TRI-STATE (Cal.-Nev.-Ariz.) CHAMPIONSHIP TT SCRAMBLES Sprockets Park, Bakersfield April 24, 1966

50cc AMATEUR/EXPERT

1. Allen Pinoli Hon

2. ?

90cc NOVICE

1. Mike Keene Hon

2. Avery Hensley Hod

3. Danny Sromalla Hon

4. Robert Tooley Yam

5. Rick Black Kaw

90cc AMATEUR

1. Alfred Guzman Gil

90cc EXPERT

1. Steve Pound V.T.

125cc NOVICE

1. Terry Hawley Bul

2. Bill Cooke Bul

175cc NOVICE

1. Randy Smith Hon

2. Bill Fulton Hon

175cc AMATEUR

1. George Omo III Mon

200cc NOVICE

1. Art Carter Bul

2. Ed Lambert Bul

3. Jim Barnard Bul

200cc AMATEUR

1. Orvis Stacy Bul

2. Donnie Harrison Bul

200cc EXPERT

1. T.D. McCollum Bul

250cc NOVICE (9 Trophies)

1. Yogi Mariscal Bul

2. Gary McLarty Bul

3. Walt Betts Bul

4. Gay Willey Mon

5. John Lohof Bul

6. Ike Eigengrad Bul

7. Nick Verardo Mon

8. Ken Elliott Duc

9. Louis de la Rosa Bul

250cc AMATEUR (4 Trophies)

1. Joe Brown Jaw

2. Danny Reed Enf

3. Pete Willis Bul

4. Wayne Schmidt Jaw

250cc EXPERT

1. Wayne Sumner BSA

2. Bill Silverthorn Mon

350cc NOVICE

1. Tony Simon Hon

2. Ken Muther BSA

4. R. Duryea

5. T. Bohler

6. B. Cain

7. J. Faulkner

8. E. Moreno

90cc NOVICE MAIN

1. C. Foster

2. B. Krenak

3. B. Bowman

4. W. Schiefer

5. C. Magarean

6. A. Slocum

7. R. Simms

8. R. Roll

9. R. Fisher

POWDER PUFF MOTO

1. Carol Gooding

2. Betty Brewer

3. Sandy Ramsey

4. Diana Faulkner

RESULTS

SIDEHACK ASSOC. HARE SCRAMBLES Sunday, April 17, 1966

1. Malcolm Smith 15" Exp Hus
2. Gary Conrad 15" Exp Gre
3. Dick Vick Op Exp Tri
4. Mike Patrick Op Exp Nor
5. Reed Price Op Exp
6. Gary Preston Op Exp
7. James Camaret Op Exp
8. Lon Peterson Op Exp
9. Steve Hurd 30" Exp
10. B. Harry 15" Exp
11. T. R. Maxwell Op Am
12. Tim Smith Op Am
13. Jerry Cole 15" Exp
14. Lynn Cole 15" Exp
15. H. Beach Op Am
16. Jack Byers Op Am

17. Jerry Burack 15" Am
18. J. N. Roberts 21" Nov
19. Steve Hill Op Am
20. Jim Vesley 30" Am
21. Ed Scheidler 15" Exp
22. Wil Bogner 30" Nov
23. Dick Camp Op Am
24. Dave Lewis 30" Am
25. Jon Nicholson 15" Exp

29. Ron Morrison 15" Nov
41. Doyle Fields Op Nov

TRAIL BIKES

1. Bill Turner Hod
2. R. Bobbs Hod
3. Steve Hedgcoth Hon
4. Y. R. Camp Hod
5. D. Williams Hon

LIONS DRAG RESULTS Sunday, April 24, 1966

A/STREET Al Sherwin Har 13.46- 95.84
B/STREET George Jonovich Nor 13.19-101.69
C/STREET Walt Magness Hon 14.11- 93.55
D/STREET Steve Cox Hon 15.60- 81.69
E/STREET Ed Diederich Hon 16.97- 73.46
F/STREET Bill Clark Hon 18.57- 66.51

A/GAS Sonny Raslawski Har 11.97-107.27
B/GAS Gaalen Leffier Tri 13.59- 95.23
C/GAS Ron Knapp Yam 13.29- 96.87
E/GAS Bob Braverman Yam 13.26- 97.40
F/GAS Gerald Korman Mon 16.10- 79.78

A/FUEL Utterback & Miller Har - -

come to the DISTRICT 37 ANNUAL TROPHY PRESENTATION

APRIL 30

8:00 P.M.

FREE MOVIES
AND REFRESHMENTS

ALL INTERESTED
PARTIES
ARE INVITED

AT GOLDEN VALLEY GUN CLUB
12651 OSBORNE, PACOIMA

350cc AMATEUR/EXPERT
1. Mike Linthicum Hon
2. Pete Willis(1st Am.) Duc
3. Marshall Nichols BSA

500cc NOVICE
1. Clarence Pitman Tri
2. Jerald Fogle Tri
3. A. R. McCracken Tri

500cc AMATEUR
1. Stan Mills Mat
2. Ray Anderson Tri

500cc EXPERT
1. Gene Chandler Tri

OPEN NOVICE
1. John Bass BSA
2. Don Cameron Tri
3. Don Bonkosky Tri

OPEN AMATEUR
1. John Antlin H-D
2. Doug Douglas BSA
3. Skip Saylor Kaw
4. Mike Morton Tri

OPEN EXPERT
1. Skip Van Leeuwen Tri
2. Alvin (Kamikaze Jake) Griffith Nor

ASCOT RESULTS Friday, April 22, 1966

3-LAP EXPERT TROPHY DASH
1. Sammy Tanner BSA
2. Jim Nicholson Tri
3. Ralph White BSA
4. Guy Louis Enf
Time: 1-13.45

8-LAP NOVICE MAIN

1. Don Roberts Yam
2. Marty McDonald H-D
3. Larry Pruitt Yam
4. Dick Turner Bul
5. Roy Spiker Enf
6. Jim Ashmore H-D
7. Dave Lewis Bul
8. Len Earl H-D
9. Carl Spotts Yam
10. Paul de la Torre Bul
11. Ed Applegate Mon(DNF)
12. Chris Hartman Bul(DNF)
Time: 3:28.95
DNF-Did Not Finish

10-LAP AMATEUR MAIN

1. Pete Bodette BSA
2. Tim Harris BSA
3. Bert Ershig BSA
4. Joe Schmidt BSA
5. Casper Grief BSA
6. Jack Konle BSA
7. Ron Kruseman BSA
8. Don Dobbins Enf
Time: 4:10.23

15-LAP EXPERT MAIN

1. Sammy Tanner BSA
2. Jim Nicholson Tri
3. Dan Haaby BSA
4. Ralph White BSA
5. Chris Draayer H-D
6. Mert Lawwill H-D
7. Bruce Holland Tri
8. Eddie Hammond BSA
9. Guy Louis Enf(DNF)
10. Neil Keen BSA(DNF)
Time: 6:02.31

REBELS SCRAMBLES Prado Park April 17, 1966

50cc EXPERT MAIN

1. Kirk McDowell
2. Lloyd Daley
3. Tony Mason
4. Jay Lewis
5. Chris Robinson
5. Bob Peck

100cc EXPERT MOTO

1. Keith Mashburn
2. Don Alfred
3. Kirk McDowell
4. Ted Judge
5. Mike Radner

100cc AMATEUR MAIN

1. Dale Smith
2. M.K. Cross
3. Dave Brittenham
4. Keith Klafs
5. Patrick Joyce

125-175cc EXPERT

1. Gary Jones
2. Steve White
3. Thomas Heaney
4. David Brooks
5. Paul Willoughby

200cc AMATEUR MOTO

1. H. Brad Stanley
2. Larry Hammond
3. Joe Hamilton
4. Gary Geyer
5. Rick Durkee

250cc NOVICE MAIN

1. Johnny Carbone
2. Jim White
3. Joe White
4. Lawson Pedigo
5. Dennis Miller

250cc AMATEUR MAIN

1. Paul de la Torre
2. Ken Sparkman
3. Kim Ball
4. Hoppy Hopkins
5. Bill Cody

250cc EXPERT MOTO

1. Doug Yerkes
2. Carl Patrick
3. Walt Smith
4. Boscoe Burns
5. George Omo

500cc NOVICE MAIN

1. John Verardo
2. Marion Kaster
3. Bud Gowing
4. Jerry Rainbolt
5. Gerald Heylek

500cc AMATEUR MAIN

1. Victor Nelli
2. Harry Lewellyn
3. Jim Cowell
4. Bruce Jackson
5. C. D. Gerardy

500cc EXPERT MOTO

1. Jim Hunter
2. Phil Brown
3. Darwin Ballard
4. Monte Darling
5. John Heyneman

40" EXPERT MOTO

1. Bill Riley
2. Larry Shipman
3. Jim Bassey
4. Miller Harper
5. Cliff Lamb

21" AMATEUR MAIN

1. Mike Posey
2. Tony Simon
3. Bob Forester
4. Tojo McCarty
5. Jim Cassel

NEXT WEEK - NATIONAL CHAMPIONSHIP HARE SCRAMBLES

IRWINDALE DRAG RESULTS Saturday, April 23, 1966

TOP FUEL Murray & Cook Tri 10.14-151.23
TOP GAS Nira Johnson Tri 11.76-118.12
TOP STREET Ed McDonald Har 12.23-109.62

A/FUEL Murray & Cook Tri 10.14-151.23
B/FUEL Don McAvoy Tri - -

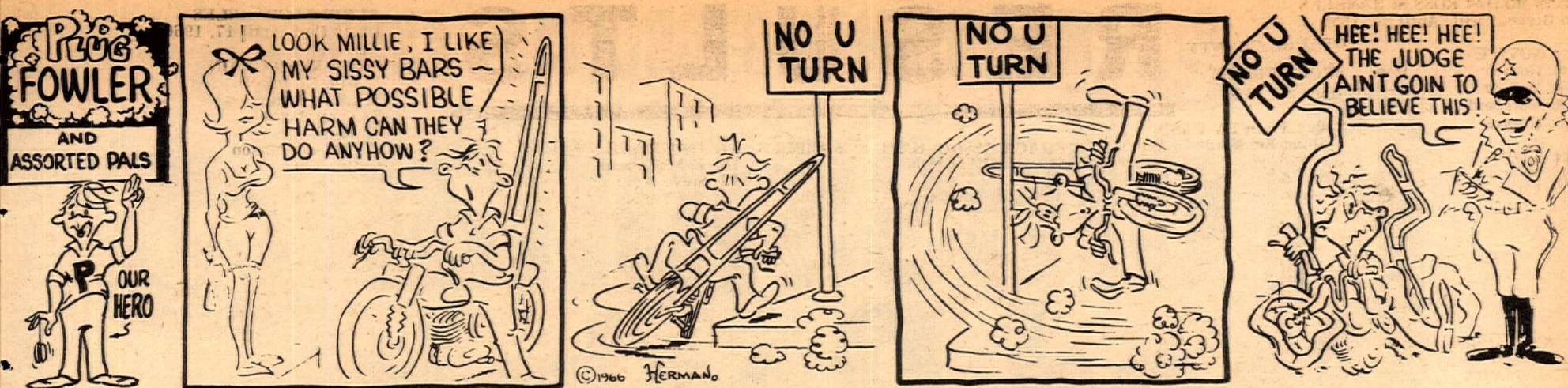
A/GAS M. Disharoon Har 11.90-114.16
B/GAS Nira Johnson Tri 11.76-118.12
C/GAS Len Jasmin Tri 13.44- 98.14
E/GAS Ron Knapp Yam 13.03-101.12

AA/STREET Ed McDonald Har 12.23-109.62
B/STREET Don Earl BSA 13.52- 95.80
C/STREET Dale Kingsley Hon 14.98- 86.04
D/STREET Bob Ebeling Hon 14.12- 94.63
E/STREET Steve Rowles Suz 14.45- 91.09

FRESNO DRAG RESULTS Sunday, April 17, 1966

TOP BIKE Leslie Gomes Jr Tri 10.92-125.87

STOCK BIKE Allan Black Tri 13.86- -
SUPER STOCK Kent Rex Hon 17.07- -
MODIFIED Phil Riffell Tri 13.62- 96.31



Dealer & Services Directory

RATES: \$50 per year (50 issues) for each single business listing. Payable in advance.

CENTRAL

BIG CITY SALES, 714 W. Florence, Los Angeles 752-6723. New & Used M/Cs. Complete machine shop. Small & large cylinder boring. M/C Parts & Accessories.

TEX & BEA BRYANTS, 1535 W. Manchester, Los Angeles 47. Hours 9-6. Tues. thru Sat. "Wheel lacing our specialty," Matchless Yamaha.

CRENSHAW HONDA, THE Downtown Honda Dealer. Very complete parts and service depts. All makes used bikes, free delivery. Across from Crenshaw Shopping Center. 4132 Crenshaw Blvd., Los Angeles. (213) 292-0478.

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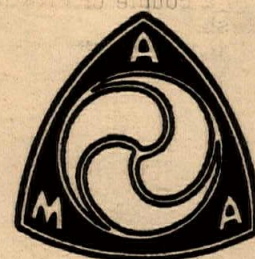
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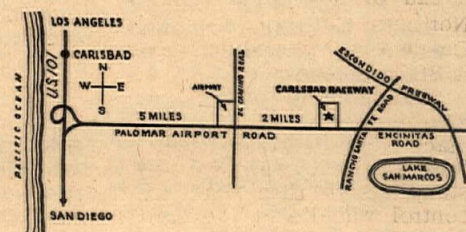
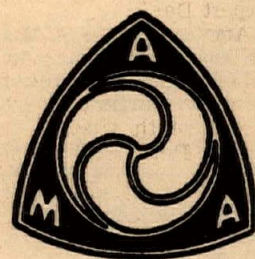
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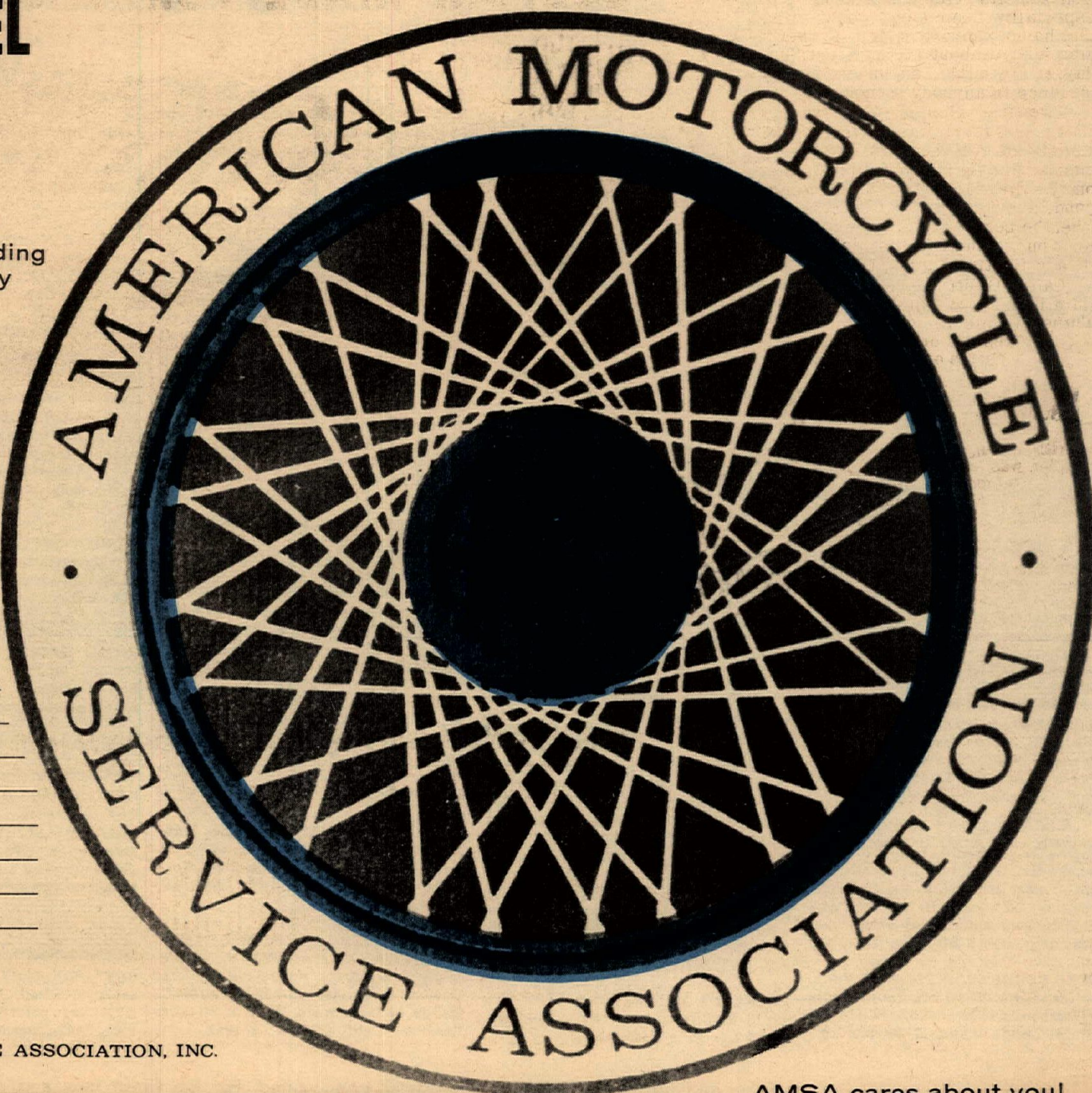
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ASCOT cont. from page 1

Nicholson, who began riding the Joe Dudek Triumph only three weeks ago, turned in a super-smooth low groove performance, and narrowed the gap to a couple of bike lengths at the finish.

Dan Haaby spent the first seven laps looking for a groove, finally found the combination and moved rapidly from seventh to third, winding up just ahead of BSA teammate Ralph White. Chris Draayer (H-D), third in the early going, slipped to fifth but managed to stave off the advances of last week's main event winner, H-D mounted Mert Lawwill.

After the races, even Dudek seemed surprised at Nicholson's rapid progress on the unfamiliar machine, and Jim (referring to last week when he missed the main by a wheel) grinned, "I'm not a failure after all!"

Tanner and tuner C. R. Axtell were quick to agree.

"Too close," commented Axtell. "I had to WORK!" added Sam T. "Two more laps and it would have been handlebar to handlebar!"

Expert heat race winners were Tanner, Draayer, White and Louis; Tanner led Nicholson, White and Louis to hard-fought victory in the 3-lap Expert Dash.

The Amateur Main Event was a real thriller throughout. Ron Kruseman led the snarling pack for two laps, then Tim Harris took over. Not until the seventh time around did point leader Pete Bodette move up to challenge, grabbing the lead out of turn one and holding off Tim's spirited bids for the remaining three laps.

Bert Ershig was a solid third ahead of Joe Schmidt, down from Northern California for the event. Casper Grief wound up fifth, making it BSAs 1-2-3-4-5.

Attesting to the closeness of Amateur action, last week's second place finisher, John Carter, slipped from runnerup spot in the point standings to fifth when an out-of-control wheelie at the start of his heat race sidelined him for the evening.

Happy first-time Novice Main Event winner was Yamaha-mounted Don Roberts. His performance was especially impressive considering that he unloaded from Mike Tucker's drag bike at about 110 mph last Sunday at Irwindale, an unnerving experience in anybody's book.

Two-time Novice final winner Marty McDonald was a very close second after a bad start. McDonald pushed his Sprint from sixth place on the first lap to fourth on the second, assuming second by lap four. Then he bored in, taking a temporary lead on the next to last lap, losing it, and fighting hard to the checker.

Larry Pruitt (Yamaha) grabbed third in his best finish to date; Dick Turner (Bultaco) wound up fourth.

(Results on page 22)
(Photos on page 18)

PRADO SCRAMBLES

Although the sun never came out, the weather was pleasant if a little windy on the afternoon of April 17th at Prado Park. Shy a few members, the promoting 13 Rebels M.C. nonetheless did a good job.

A lot of little bikes were on hand to start things off at 9:00 a.m. It's really wonderful to see the valuable practice these kids are getting, tutored by the older ex-champs who now do their tuning. Gene Carter, President of Dist. 37 Sports Committee was present to check number plates and engine sizes in the various classes.

Man to beat in the 200-250cc Expert class was Doug Yerkes; he won two of his three moto-crosses. All of the 500cc Expert motos were taken by "Spaghetti King" Jim Hunter, and then Bill Riley followed up with another three-race sweep in the Open Expert division.

Amateur events found Mike Posey working hard for 21" Amateur Main honors. He fell down in his heat and had to fight through the semi to the final -- a very good day's riding. Veteran desert competitor Vic Nelli came through for the 500cc Amateur Main win, while Lonny Walters, looking about as smooth as you can get, took the checker in the Open Amateur final.

Novice winners included Johnny Carbone in the 250cc class (over a total of 60 entries), John Verardo, best of 23 entries in the 500cc class, Ken Enbler, topping 19 other 40" competitors, and Open Class champ, John Bass.

(Results on page 22)

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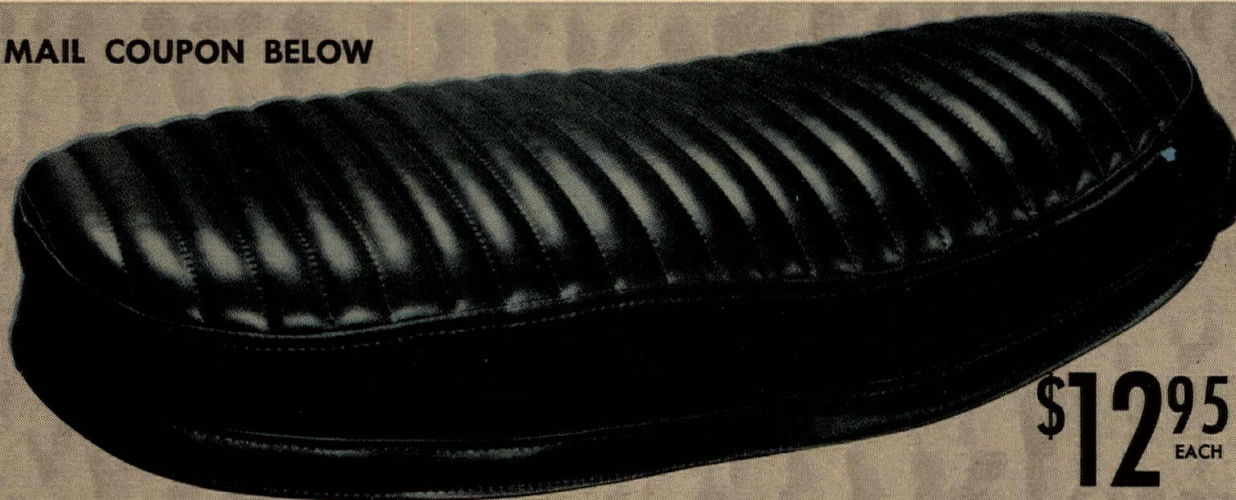
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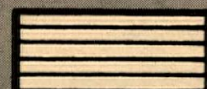
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Steve Allen Joins The Trade

This week we welcome a celebrity to the growing ranks of motorcycle dealers. Steve Allen Honda-BSA at 8500 W. Santa Monica Blvd., Los Angeles, opened officially on Saturday with a party at the Dover House hosted by Pete Colman, general manager of BSA Western, for selected members of the press.

Shop Manager for the plush new store is Lee Stewart. Their wares will be displayed in booth 28 at the Cycle World Motorcycle Show this weekend - Thursday, Friday, Saturday and Sunday at the L.A. Sports Arena.



Pete Colman (1) with the manager of Hollywood's Dover House (center), Steve Allen and Jayne Meadows.

NEWS FROM NEVADA



Las Vegas, April 24
By Reg Sheldrick

While pulling a 90-degree wheelie, may I tip my helmet in a big thank you to the editor of Cycle News for the opportunity to bring news, views and comments from Glitter Gulch. Motorcycling here has grown like crazy in the last few years and this season's activities are drawing more participants and spectators than ever before.

It is my intention to report weekly on our events here and in Reno. Here in the Las Vegas area we have the Southern Nevada M.C. Racing Association. This group consists of four active clubs and the "Silver Queens" girls' motorcycle club. Having a slight abundance of desert spots to choose from, they alternate be-

tween the flattrack (south of Las Vegas) and various trails around the area, three Sundays per month.

For the street riders there is an event almost every two weeks. The last Hot Dog Run put on in March drew 117 eager and hungry riders. More rides are in the planning now and will be covered as they occur. This past Sunday saw a large number of our racing crowd hit the trail for Sprockets Park near Bakersfield, where they equalled the hardware grab taken by the Sprockets during their recent invasion of Vegas two weeks ago.

To close off this first offering, a word to the motorcycle enthusiasts here: Cycle News has given us the chance to make our activities known, so I'll need help from our people. All cycle news gratefully accepted. Mail to Reg Sheldrick, 2620 Amarillo St., Las Vegas, Nevada.

SOUTHERN NEVADA COMPETITION COMMITTEE UNOFFICIAL POINT STANDINGS ENDING MAR. 31, 1966

OPEN CLASS		250 NOVICE		per Herb Hill, Referee	
1. Ace Kelly	152 pts.	1. Bob Neill	56	6. Phil Valenzuela	38
2. Bill Long	100	2. Jerry Cox	52	7. Dick Daughtery	31
3. Lonnie Arnold	51	3. Marvin Vanbuskirk	51	8. Norman Hanson	30
4. Gerald Cunningham	42	4. Bob Walling	46	9. Nick Richen	27
5. Leon Chapman	35	5. Larry Lawrin	45	10. Jerry Smythe	17
6. James Haynes	35	6. Monty Montoya	30	11. Mel Rains	10
7. Bob Neill	21	7. Casey Folks	30	12. Randy Croy	9
250 AMATEUR		8. Larry Suit	21	50 SENIOR	
1. Roy Chivington	152	9. Porky Morgenstern	19	1. Doug Miller	105
2. Terry Griebel	120	10. Gary Stewart	15	2. Dan Sromallo	100
3. Max Switzer	108	11. Tony Castenacci	9	3. Phil Valenzuela	70
4. Robert Ahlstrom	105	100 cc CLASS		4. Robert Lee	21
5. Bill Hill	101	1. Dan Sromalla	151	50 JUNIOR	
6. Robert Tooley	96	2. Robert Tooley	150	1. Mike North	60
7. Dan Stadtlander	78	3. Larry Beuford	68	2. Norman Hanson	42
8. Shane Ross	60	4. Chuck Flannery	63	3. Jim Halpine	10
		5. Jay Willey	45	4. Rick De Belloy	9
				5. Randy Croy	7

NEWS FROM JAPAN

By Sun Young Choy

Japan or England, Who is Tops?

Mike Hailwood, the contracted World GP rider for Honda this year, has sent his Norton racing machine to Honda in Japan. According to a certain newspaper in England, Mr. Hailwood felt somewhat uneasy about the handling of his Honda 250cc 6-cylinder machine at the Japan GP last year, even though he won the race on it. The paper said that Hailwood might ask Honda to make a better frame, using his Norton frame as an example.

The Reynolds Company in England is busy making frames for Yamaha racers. They are making frames for a 4-cylinder water-cooled Yamaha to challenge Honda's 6. Nobody can challenge Japan engine production but the Reynolds 531 pipe is reputed to be the best frame material in the world.

No Japan GP in 1966?

The 4th Japan Grand Prix which was supposed to be held in the middle part of October might be cancelled unless

the five members--Honda, Suzuki, Yamaha, Bridgestone and Kawasaki, come to some reasonable agreement. After the Japan G.P. race in October last year, four of the five members of MFJ (Motorcycle Federation of Japan) have proposed to discontinue the race. Both the Japan GP and MFJ have been supported by only five members and all the members are motorcycle manufacturers. Yamaha, Suzuki, Bridgestone and Kawasaki claimed that it is unfair to pay for both GP and MFJ, for the result of the investment, the advertising value, is far less than the initial costs.

Only Honda wanted to continue the GP race, not only the lightweight motorcycle race but 500cc also. Doing so, Honda would penetrate its 450 twin sales into the world market. The four members didn't want the MFJ to be dependent on the motorcycle makers, rather, like the ACU in England, an independent organization.



WELCOME CAROL

Woman's prerogative is to change her mind, and are we glad of it!

A couple of weeks ago it was announced in Cycle News that America's favorite girl reporter, Carol Sims, had resigned from Cycle World magazine to become the publicity director for Ascot Park speedway. Now it gives us great pleasure to announce that Carol has exercised her woman's prerogative and last week decided to become a full-time member of the Cycle News staff.

When queried about her change of mind, Carol smiled something about "printer's ink in the veins" and "the excitement of meeting deadlines."

Filling the role of Managing Editor, Carol will be in complete charge of contributor liaison, competition news, proof-reading and correspondence. She will share with Editor Chuck Clayton the responsibility of determining editorial policy.

Having worked closely with Miss Sims for more than three years on two of the leading monthlies, Editor Clayton has this to say of her new association with CN: "With the addition of Carol's name to the masthead, the staff of Cycle News is complete. Her knowledge of where motorcycling is going and where it needs to be led, her close association with leaders of the American and international sport, her humor and love of people will have free rein to work in the best interests of motorcycle racing as well as other aspects of the sport. I join the rest of the staff and readers of the paper in saying Yay!"

EYE-POPPING SAN DIEGO SCRAMBLES

By Matt Randy

Another well-organized "Button, button, who's got the button" Moto-Cross Scrambles hosted by the Lions MC or in other words a mile-an-hour average starting out with the 90ccs. The bubble gum-chewing Girl Wonder Carol Gooding gives the boys fits in the 90cc class.

Amateur Jeff Willis on a CZ gave a tongue in cheek performance for the Lightweight Expert class by outriding the usual Greeves wrecking crew, and finishing second behind #1 Greeves mounted Don Mc Carley. Bob Nicholson (Montesa) had his usual bad luck. Seems he has acquired the little black cloud

that has been hanging over #50 Pete Davies.

John Kenyon riding a Bultaco ran away with all three Moto-Crosses in the 200cc novice class.

Niles "Superman" Ussery, a-board his potent Triumph missed the flag, spun a donut, got back on course and with a "Hi-Ho-Silver" sped off in a cloud of dust. Niles was followed closely by none other than Johnny "Batman" Cates, also of the Titans MC. Don Finan of the Hi-Boots MC on a 440 "popper" Honda finished third overall.

A beautiful day--a good crowd--a l-o-o-n-g race.

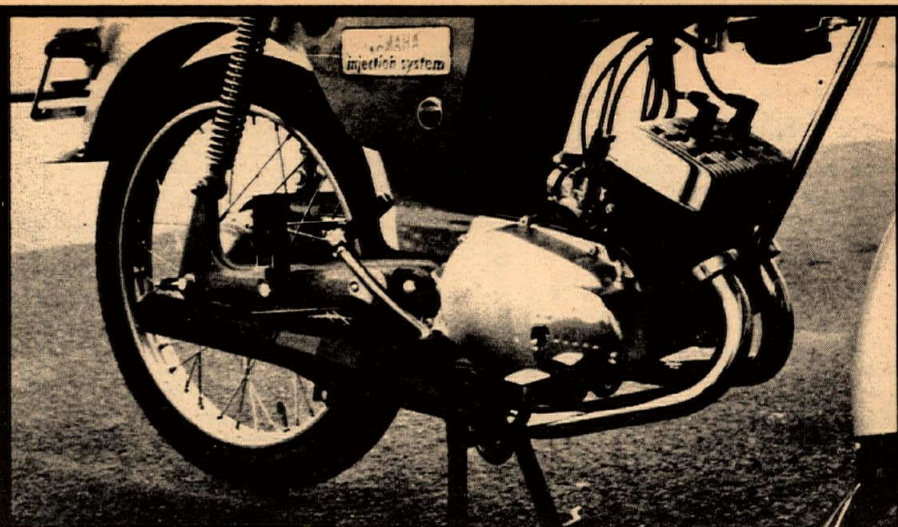
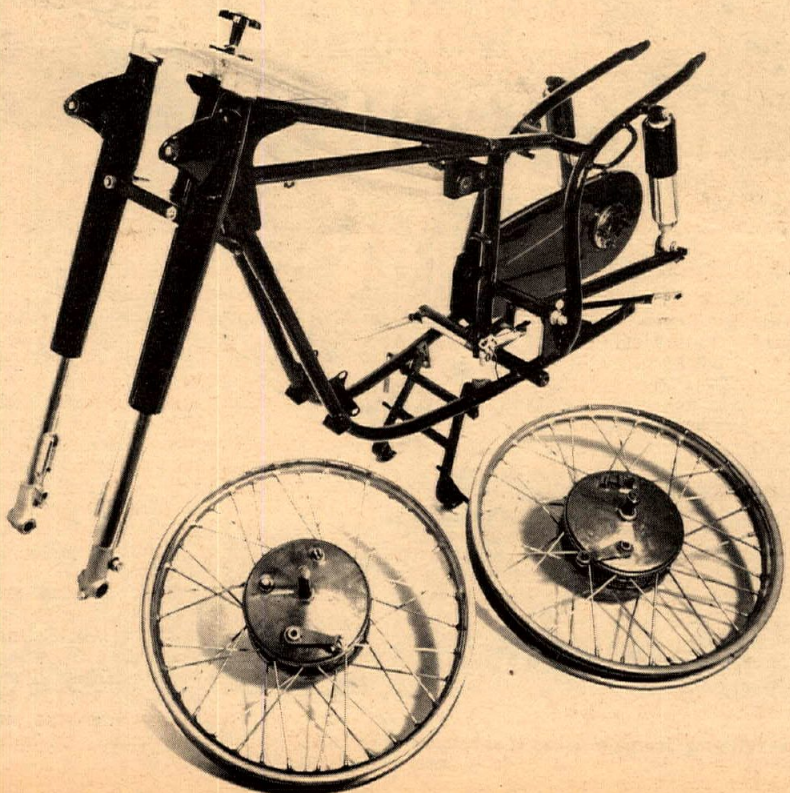
(Results on page 22)

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got the latest swinging arm, telescopic forks, quick-change, interchangeable wheels and all those expensive little parts that make a motorcycle. Wheelbase is 54.3" and it's sturdy enough to take a 650cc. Write to White International, 2407 S. Broadway, Santa Ana, Calif.



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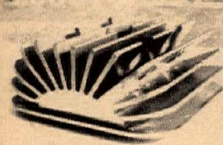
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GAS GAUGE

Here is a new product developed by Krome-Krafters, Inc., Box 484, Racine, Wisconsin, that can be described as neat, attractive and safe. That's the new "Fuel Minder" Gas Gauge, which replaces the standard gas caps.

Most Big Twin riders have experienced "hitting reserve" in a hair-raising situation. Like in the middle of an intersection after taking off from a stop sign...or halfway around an auto while passing. Fuel Minder puts an end to these "hairy happenings" by letting you know when you're about to go on reserve.

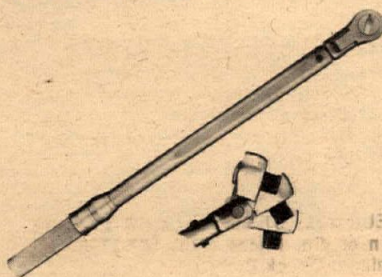
To insure accuracy, a wrap-around float chamber was incorporated to steady the fuel reading at both high and low speeds. To withstand the rigors of motorcycling, all-steel construction was chosen. Space-age, aircraft styling and sparkling chrome give Fuel Minder plenty of eye appeal.

There are two Fuel-Minder models available. Model L fits Electra Glide left tanks. Standard (Model S) style fits Electra Glide right and all earlier Right and Left tanks. Patented styles for other models are in the making.

NEW RATCHET TORQUE WRENCH

Torque Controls Inc., the California firm long known in the aero-space industry as Torque engineering researchers and manufacturers of a broad line of torque-measuring tools and computers, has announced their entry into the Speed and Custom merchandising field.

The products include a torque wrench which "thinks for itself", metering inputs of torque foot pounds from 10 through 150



We've been saving a great deal of praise for the machine we knew was coming, but began to believe would never arrive... the first real dual-purpose street/scrambler.

Sure, we know several manufacturers have attempted to fill this crying need with semi-street, semi-dirt versions. We commend their tucked in, competition exhausts. We applaud the quickly detachable lighting systems some offer. And we cherish the custom touches that have finally begun to appear on showroom models.

But nowhere have we found a stock motorcycle quite as satisfying on both pavement and powder as the 247.69cc Montesa Scorpion.

The Scorpions are still scarce in this country (Distributor Kim Kimball promises a celebration party on the docks when the first big shipment arrives) but with a low price tag of only \$745 you can add a premium of \$50 for air freight and have one right now for a price that still is less than one would expect to pay for a bike that combines both road and dirt performance without compromising on either score.

CYCLE NEWS only took a brief ride on Kimball's personal machine. We have learned to tell a lot about a motorcycle from first impressions. The verdict is, we want one. Here's why:

On the road, where we rack up most of our motorcycle mileage, the short stroke 250cc single purrs effortlessly at 60-65 mph. Over 65 a buzz develops that warns you of impending police action, and that's the only hint of vibration the cycle has. There is more speed in hand if you need it. Acceleration is quick and strong. The 2-stroke single is a "mixer" (you have to stir the oil in with the gas), but we are used to that.

Pavement handling is ideal for the kind of riding that includes low corner-bending, slow traffic-snaking, quick evasive action and freeway

with Bureau of Standards accuracy.

This new torque wrench, makers claim, completely eliminates the necessity of watching an indicator. What does the trick is a simple fingertip setting that eliminates guesswork in measuring torque foot pounds with close accuracy.

Competitively priced, the new torquer has done away with all external arms and dials. The wrench has only to be set to the appropriate torque reading, pulled gently until it "clicks" and, the makers say, maximum holding power is attained.

The new tool not only splits torque settings down to 1 foot-pound increments with a finger twist, but operates and ratchets in both right hand and left hand directions...with no possibility of slip. In addition, the 1/2" square head drive indexes vertically through 40c...20c up and down... for those hard-to-get-to places.

Additional information is available directly from its manufacturers,
Torque Controls, Inc.
1920 Hoyt Avenue
South El Monte 21, California

THE FINISH LINE

By ROXY ROCKWOOD

The final round of indoor short tracking at the Long Beach Arena comes up this Saturday night, April 30th. One hundred and twenty-four riders entered the last one, and the list should be topped again for the race that will close out the first portion of this new type racing in the area.

Trojan Enterprises will unveil their new season next November and run many races from then until March of '67. In my opinion, the last indoor was the best of the four shows that have been run. The riders are now experienced on the track and the tuners have built the machines to fit the track.

The racing is so close that tempers are often short and flaring many times throughout the evening. Riders that are meek and mild on the dirt are many times tigers with blood in their eye as they pull off the track at Long Beach.

There are a few mild feuds going on in this type of racing but nothing serious as yet. Riders in these parts are just not accustomed to riding and racing as indoor racing demands. They'll get used to it.

There is more bar-banging and wheel-rubbing per lap at Long Beach than any other track going. If the riders can hold their tempers just one more time this Saturday night then they can have until next November to cool off -- and get ready for a really full schedule.

CARLSBAD ROAD RACING

The announcement in this issue that both Daytona winners, Buddy Elmore and Bob Winters, will be at Carlsbad on May 15th assures promoter Sandy Belond of having the most talent-loaded field of road racers to ever compete in these parts.

Both riders learned their road racing on short courses and both have already stated that they are not coming all the way out here just to ride and not win. They both know that this is the same track that will host a national road race on Sept. 18th. Elmore is the current leader in national points and wants to

try seriously for the title this year, now that he has already won Daytona.

The Carlsbad race will be a national chase in everything but the name. Yamaha, Suzuki, H-D, Triumph and BSA will all be out in force to try for either or both of the wins at stake in the big and small bike main events.

Not to be overlooked is the expected duel in the novice class between Walt Fulton and Jim Deehan. These two put on two fine duels at Daytona and should do it again come the 15th. Fulton will be on his Daytona-winning Suzuki while Deehan will again ride the same Yamaha that he has ridden the past two years.

Belond is looking for well over 100 entries for his first professional road race. If the first is successful, then there will be many more in the coming months and seasons.

OVER AT ASCOT

The novice and amateur riders really put on the show last week. There is no reason to think that things will be any different from week to week in these two classes. A rider can be a hero one Friday and just another rider the next.

That's the type of racing that makes it interesting for all concerned. Tanner still has things much his own way in the expert class and this could sway attention to the other two classes.

TWO-WHEEL TRYOUT

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(Continued on page 30)

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Our Want Ads are open to anyone — Private parties, dealers, manufacturers, organizations, etc. CYCLE NEWS reserves the right to refund payment and reject ads which we find objectionable. To insert a Want Ad in this newspaper, simply write in 25 words or so what you want your ad to say, and mail it with \$2 to:

Want Ads received by Monday will
appear in that Thursday's edition.

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LARRY HALEY COVERED THE LAST DESERT event and took action pictures. Were you there? If so, I may have a picture of you available in black and white or color. Look for the Cycle News truck at all desert events, watch for your riding number marked on an envelope hanging on the side of the truck, or contact me at P.O. Box 813, El Monte or call 444-3445. Club and group shots on request.

FOR SALE 1965 ASCOT SCRAMBLER with Trailer Motor & Trans. Just rebuilt & never raced, frame raked—extended 400x18 K70's TD 1-B heads & cylinder—expansion chambers. Call 287-3687 R. L. Larson.

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winner of 8 out of 10 first places
at Daytona in both 1965 and 1966



Driver Joe Leonard (in car), flanked by VP of Yamaha sales Richard Holmberg (1), AAR head Dan Gurney and Dir. of Yamaha Public Relations Jim Jingu.

SCORPION TRYOUT from page 28

cruising. It wheelies at any speed when you want it to, just by twisting the throttle and lifting the bars.

The steel clutch is, as far as we know, indestructible. The brakes are fine and shifting gears is a positive delight.

Fact that it is a one-kick starter and the passionate exhaust sound convince us it meets the road requirements. How about the dirt?

Aha! See those forks? Spanish Cerianis (actually, Telesco, a copy of the Ceriani design). Unbolt the lights, unsnap the wires (there is no battery), change rear sprockets for maximum dig and look out, Malcolm... Viva, here we come!

Fortunately, not all about the Scorpion is perfect, or else Kimball would have nothing to do all year but fill orders. The brake pedal allows your toe to slip off in emergencies. Needs an extra bend at the tip. The air cleaner isn't quite yet up to California's dusty demands (why not use some of that space behind the paneling for an enormous filter?). The seat requires just one more inch of foam rubber padding. And there is one bothersome flat spot in the acceleration curve (about 2500-3000 rpm at a guess) that sales rep. Ernie Aragon claims a few bolt-on goodies will cure.

All the speed equipment accessories are available from Montesa dealers to turn the Scorpion into a LaCross Scrambler-tuned racing exhaust, high-compression head, bigger carburetion. The buyer has his choice of tires, included in the price, and the machine comes with a kit of tools, in case you wondered.

—by C.C.

TWO DAYTONA CHAMPS TO CARLSBAD AMA RACE

Carlsbad Raceway owner Sandy Belond announced this week that not one, but both of the recent Daytona International Speedway winners will be at Carlsbad for the May 15th road race. 200-mile champion Buddy Elmore and 100-mile 250cc winner Bobby Winters will both be here for the first professional cycle road race to be held in the state since 1958.

The El Paso, Texas and Ft. Smith, Arkansas riders will make a special trip to California for this one event only, before again heading back east for the coming national AMA circuit that starts on May 29th in Wisconsin.

Elmore and Winters both set new course records at Daytona in March. Both are being brought to Calif. especially to ride on the official Yamaha factory racing team in the Carlsbad event on May 15th. They are also expected to enter the big bike race. Elmore will ride Triumph while Winters will probably be BSA-mounted.

The two Daytona winners will join Ralph White and Buddy Elmore to bring the Yamaha team up to full strength for their second challenge from the Suzuki factory team of Dick Hammer and Dan Haaby, and the Harley-Davidson entries of Mert Lawwill and Cal Rayborn.

YAMAHA'S INDY EAGLES

In a joint announcement made at the Los Angeles Statler Hilton Hotel, April 21, Yamaha International Corporation, one of the world's leading motorcycle manufacturers, and All American Racers, headed by Dan Gurney and Carroll Shelby, announced their major sponsor tie-up for the forthcoming Indianapolis 500 race on May 30.

This is the second year in a row that Yamaha sponsored the Dan Gurney race team. This organization is known as All American Racers Inc., and their high-powered special racers are called "Eagles".

Mr. Hideto Eguchi, Vice President, stated, "For this year we are pleased that we are sponsoring five A.A.R. Eagles, and we have nominated Joe Leonard to pilot the Yamaha Eagle. We are very impressed with Leonard's driving ability and his rapid progress is being watched by the thousands of motorcycle enthusiasts who know him better as America's 3-time national motorcycle champion."

Jim Jingu, Director of Public Relations, added: "Joe was a familiar sight around the motorcycle racing circuit of America for many years. His familiar #98 was seen at such premier racing events as Laconia, Daytona Beach, Dodge City and Ascot." When asked the cost of the project, grins Jingu, "32 million yen."

Welcome to the 3rd Edition of the Cycle World Show

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It's bigger and better this year, with more than 400 motorcycles on display in the commercial booths, and another 100 in the special custom, antique and competition displays. Bud Ekins has loaned us several machines from out of motorcycling's past, including the TT winning Velocette of Stanley Woods. Triumph has again offered the Dudek/Johnson 230 mph Streamliner, which will be in the company of the Harley-Davidson and Yamaha 250 streamliners and a Triumph being built to assault the record this year at Bonneville, which Cycle World is jointly sponsoring.

We think you will agree that the most fascinating entry of 1966 is the fabulous Moto-Guzzi V-8 grand prix bike in the Berliner/ZDS booth. Virtually the only specimen in existence, and never before seen outside of Italy, (except for a short visit in Daytona) this bike stood the motorcycle world on its ear and is capable of more than 170 miles per hour!

Dick Rios' twin-engined Triumph is back from having slaughtered the competition in England last year. His "Two Timer" is the only bike to ever exceed 150 mph in the quarter mile in Europe. Bob Braverman is bringing his trophy-winning TD-1 Yamaha that has done almost 100 mph in the quarter, and if all goes well, Clem Johnson's fantastic Vincent "Barn Job" will be on display. We say, "if all goes well," because it is usually either torn down to be worked on, or it is being raced. Clem assured us he would bring it to the show—if it is in one piece!

Paul Hunt, who recently returned from three years of racing the European moto cross circus, will place his beautiful Triumph/Metisse for all to see. It will be part of the largest Metisse collection outside of England. Companion to Hunt's jewel, is my Matchless/Metisse, and a new acquisition, a specially built Metisse with Ceriani forks and a very special Villiers engine. Still another Triumph/Metisse (with road equipment, yet) will also be on view.

While on the subject of European dirt

competition bikes—John Steen will show his International Six Days Trial Triumph, battle scars and all. We will add my Moto-Guzzi ISDT replica to the fold,

for those who have never seen a full-fledged European trials bike. European competition machines will also be represented by America's first sidecar, a Triumph/Norton rig from England, now being raced in AFM events by Reg Pridmore.

Jim Hunter's BSA 500 scrambler is here, on one of those rare occasions when it is standing still. Mike Van Ness is sponsoring an Ascot-winning BSA for display. It joins an illustrious crowd of race winning bikes, including a 90cc Hodaka from Washington that wins everything in sight, Shell Motors' Royal Enfield that is the mount of Blackie Bruce, a couple of Harley-Davidson 750cc fire breathers from Jerry Branch, and a newly built 250cc Bultaco sidecar rig from the Bultaco distributors in the west.

Cycle World's booth will display a Honda CR-77 double overhead camshaft twin, Harley-Davidson's very latest 250 Aermacchi road racer,



and a few surprises you'll have to see to believe.

Some of the bikes in this show were seen last year, but we thought they were good enough to repeat.

We expect more than 100,000 visitors for this year's show, making it the largest in the United States, and among the largest in the world. We are expecting visiting officials from Japan, Spain, England and Italy, and even a full commercial trade mission from England's motorcycle industry. Not bad, for a bunch of American country boys.

As in previous years, distributors of virtually every make of motorcycle in the U.S. will have their wares on display in the "trade" section of the show, including Challengers, Spitfires, Victors, Bonnevilles, Matadors, Scorpions, Hustlers, Big Bears, Sebrings, Atlas, Electroglires, Hawks, Interceptors, Sprites, Aces, and some with even stranger, more exotic names. There's hardly anything in motorcycling that will not be on display.

The Cycle World movie theater, under the auspices of movie impresario, Clyde Earl, will unroll again. More than 200 seats are available, free of charge.

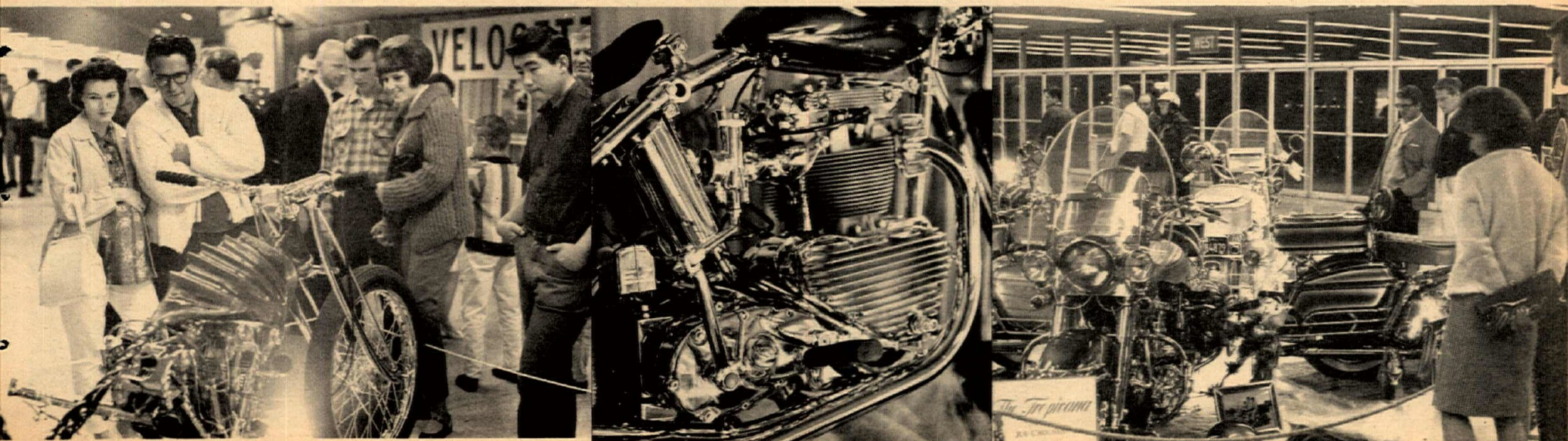
And, ah yes, customs! Featured will be the Grabowski "Six Pack, Barris side car Yamaha, a flock of 450 Hondas in various dress, Triumphs, Harley-Davidsons and many others, all customized to the teeth (but not an ape hanger in the crowd). And even a Bat-cycle!

So, welcome to the show, Admission is \$2.00; 50¢ discount tickets are available at every motorcycle shop in the west. Several exhibitors, including Cycle World, are giving away free motorcycles as door prizes, so we don't think there will be a dull moment.

Yamaha will end their "Safety-A-Go-Go" at the arena Saturday afternoon, when an anticipated 2,000 riders will storm the doors in time for prize giving. Should be pretty exciting.

My thanks to Cycle News, and Chuck Clayton for this opportunity to tell you about the show. Don't miss the Cycle News booth, number 95, just to the left of the main entrance.

By J. C. Parkhurst
Editor & Publisher of Cycle World Magazine



CYCLE NEWS BOOTH

BARRIS CUSTOMS

RICHARDSON
STREAMLINER

GUZZI V-8

ANTIQUE MOTORCYCLES

COMPETITION BIKES
LUNAR PROBE

CYCLE WORLD 3rd ANNUAL INTERNATIONAL MOTORCYCLE SHOW

IN CONJUNCTION WITH THE
6TH INTERNATIONAL CUSTOM
CAR SHOW - LOS ANGELES
SPORTS ARENA
APRIL 28-29-30, MAY 1

CYCLE WORLD THEATRE

CUSTOM BIKES

BAT-BIKE

STREET

CUSTOM

4-74's

COLISEUM DRIVE

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FIGUEROA STREET